UP THE NILE
BY
STEAM.

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MAP OF
COOK'S TOURS
TO
EGYPT, THE NILE,
PALESTINE,
TURKEY, GREECE, ITALY &c.
Scale of English Miles
Tourist lines are coloured red
Longitude East of Greenwich
BLACK SEA
TURKEY
TURKEY
IN ASIA
MEDITERRANEAN SEA
ITALY
Corsica
Sardinia
Sicily
Malta
Candia
Cyprus
Crimea
CONSTANTINOPLE
Athens
Smyrna
Gulf of Adalia
Gulf of Sidra
Tripoli
Tunis
G. of Cabes
Marseilles
Genoa
Naples
Venice
Trieste
Alexandria
Cairo
Memphis
Suez
Jaffa
Jerusalem
Beirut
Damascus
Tyre
Acre
Haifa
Nazareth
Tiberias
Sea of Galilee
Dead Sea
Jordan
Euphrates
Danube
Dardanelles
Bosphorus
Nile
Red Sea
Gulf of Suez
Straits of the Sun
Gulf of Akaba
Gulf of Smyrna
Gulf of Salonica
Gulf of Venice
Gulf of Genoa
Gulf of Lyons
Gulf of Tunis
Gulf of Sidra
Gulf of Cairo
Gulf of Suez

Sphinx

UP THE NILE BY STEAM.

BY

R. ETZENSBERGER.

WITH

Tourist Programmes for the East,

BY

THOMAS COOK & SON;

AND

SPECIALLY DESIGNED MAPS,

BY KEITH JOHNSTON.

LONDON:
THOMAS COOK & SON, 98, FLEET STREET;
AND ALL BOOKSELLERS.

PREFACE.

THE Tour to Egypt and up the Nile has become so popular of late years, and is getting more and more fashionable every season, that very soon no American out on a "European Tour" will dare to return home and face his friends if he has not done the "Orient;" and the "Continental lions" are becoming so tame and easy of access to every one, that no English Tourist who can command the time and money will be satisfied unless he has gone "the whole round."

Guide books and diaries of Tourists (who all feel bound after a single short visit, to benefit intending travellers by publishing their personal views and experiences—generally very uninteresting) are certainly not wanting—but when they are all examined a wonderfully small amount of valuable practical information can be gathered; with rare exceptions it is the old story repeated—interminable chapters about travelling requisites, Dragomans, Dahabeahs, etc.; it is indispensable to give at least one copy of an agreement with a "Reis" drawn up in the grand presence of the Consul—it looks so imposing; a long list of things to be provided either from Europe or bought on the spot; and so many sinister hints are thrown out about sanitary precautions, that it is not at all surprising if a great many are

frightened and deterred from venturing on such an awful expedition.

Of course all these publications are only destined for those few who can afford the time and money to hire a Dahabeah and idle away three months; nobody ever thought it worth while to bestow a thought on the great majority of travellers who cannot afford both, and prefer steaming up the Nile. It is for this great majority, representing at least nine-tenths of the actually travelling public, that these pages, the result of personal observation during two seasons, have been written, and it is sincerely hoped that their perusal will disperse many false and exaggerated notions, and smooth the way for intending Tourists.

PPiU

R. ETZENSBERGER.

PPiU

HOTEL VICTORIA, VENICE,
October, 1872.

UP THE NILE BY STEAM.

DAHABEAHS AND STEAMERS.

NOTHING has probably been so fully described and praised to exhaustion as the famous "Dahabeah;" and the idyllic charms of life in one of these boats, floating up and down the Nile, have been sung in every imaginable strain. No doubt, for a party of very dear friends on a shooting excursion, a young couple in their honeymoon, invalids in search of health, young swells who have nothing at all to do on earth but kill time and throw away their money—in fact, for any one who can easily shut himself out from all communication with the civilized world, and has got the temper to lie idle for weeks and months, looking every day on the same uniformly desolate scenery, nothing can be more delicious: besides, it is "the Fashion." Who would dare to confess, in good society, to having been up the Nile, except by Dahabeah?

Such small drawbacks as sudden severe illness, accidents from fire-arms, and consequent helplessness of the travellers—no medical aid being obtainable—even deaths on board, occurring every season, are never even mentioned;

but those who have witnessed this, and have seen those unfortunate parties return, and heard their tale of woe, know better. During last season, 1871-2, several sad incidents happened, and frequently the Steamers were hailed for medical assistance from the ship's doctor, or to take in tow Dahabeahs wanting to return as fast as possible to Cairo. Unfortunately, towing of any craft is strictly prohibited, and these applications had all to be declined.

Even the most enthusiastic admirer of this majestic river must confess that the scenery on its banks is very tame, and soon becomes monotonous. On board a fast sailing Steamer there is continual change, and every turn brings new features, new sights in view. A Dahabeah, when becalmed, may be detained in the same spot for a whole week; or, if the passengers insist, as they must do if they want to move on, and there is no head wind, the crew will work away and haul the boat up stream—a very painful sight, and really galley work. Look at those poor fellows yoked together with a rope round their breasts, toiling along with outstretched and swollen necks, and listen to their painful song as they work, slowly advancing, by short steps, at the rate of from five to six miles per day! Floating down river, if contrary winds prevail, Dahabeahs are no better off. Arabs can do nothing without singing most piteously; their songs, which are described fully in every guide book, may amuse you for a whole day, but become, from constant repetition, quite unbearable.

It very frequently happens that a party for a Dahabeah is only made up in Cairo, between people who never knew or met each other before. On starting, it is soon found out that their characters are anything but congenial; one

angry word produces another, and after a few days serious quarrelling breaks out. If these parties are still within the reach of the Railway (running from Cairo to Roda, 180 miles), they break up and return to Cairo ; if beyond, they have to endure each other's society until the end of the voyage.

There is a saying that if a man has any bad point it is sure to come out and shine in all its splendour on board a ship.

The Nile Steamers generally carry from twelve to twenty passengers. If they are all well-educated and nice people, behaving to each other with due regard, there can be nothing more pleasant ; they all become fast friends, and each indvidual contributes, by his acquired knowledge and reading, to the general amusement and instruction, as very often men of great learning join these excursions. Several of the Steamers returning last season from this three weeks' Tour gave splendid proofs of this ; on arrival at Cairo there was no end of affectionate leave-taking, shaking of hands and expressions of mutual esteem and gratitude for the pleasure received. Other expeditions, we are sorry to say, terminated quite differently ; passengers parting from each other without a kind word, and complaining and finding fault with everything on board.

The best means to enjoy this Tour thoroughly, and avoid all this unpleasantness, is undoubtedly for a party of friends who know each other—or, if not friends, at least parties of the same nationality—to hire a small special Steamer to themselves, as, by paying thirteen or fourteen first-class passages, they can always be accommodated.

Still, such dissensions and incompatibility of temper are

less strongly felt, and of less consequence, on board a Steamboat—being a public means of conveyance, where every passenger can keep aloof from or mix with whom he likes—than on board a Dahabeah, where they all must form one family party, living day and night in close proximity, and where continual frictions are unavoidable. We repeat, it is very bad when misunderstanding arises between the passengers on board a Steamer, but it is ten times worse in a Dahabeah, and why, if a confidential party is not formed from the very beginning, run the risk of spending three miserable months with disagreeable travelling companions instead of so many weeks?

Mutual forbearance, a little unselfishness, and easy temper, can give great charms to this highly interesting Tour; and any one travelling in the East, and especially on the Nile, ought to remember the country and place he is in—that it is utterly impossible to get everything as easily as in a civilized country; in short, he must make up his mind to rough it a little every now and then, and not grumble on the least occasion; or he had much better stay at home.

The expenses of the Steamboat administration, and the difficulty of supplying coal and various kinds of provisions, are very serious. The *matériel* actually disposable for the passenger traffic on the Nile is certainly not what it could and ought to be; but then we ought to be thankful even for this, and consider that the Egyptian Government keep up these passenger Steamers at a great pecuniary loss, and only for the sake and benefit of European Tourists.

Besides, the Khédive intends to improve this service gradually, and one new comfortable Steamer has already

been prepared for next season. Many passengers consider the rate of £44 sterling, excessive—although it includes everything—living, sight-seeing, guides, and donkeys. Coal is very expensive upon the Nile, and the servants and crew in these small Steamers always outnumber the paying passengers. No private enterprise could possibly work these Steamers regularly without loss, and, as stated above, it is only managed by Government assistance. Taking into consideration all these circumstances, any short-comings ought to be endured and disposed of with an easy temper; the Tour once accomplished, every little hardship is naturally soon forgotten, and nothing will remain, but to remember, with unalloyed pleasure, the interesting journey and the wonderful scenes visited.

Another great service has been indirectly rendered to the travelling public by the revival of Steamboat traffic on the Nile. During the last few years the prices for Dahabeahs have risen to an extraordinary height. Last winter, before the Steamers began to ply, the price asked for a first-class boat was from £90 to £120 sterling a month, for three or four months; a short time afterwards they came down to £60, or even lower, and remained stationary at that rate all the season through. It is quite natural that Dragomans, owners of Dahabeahs, and the numerous class of tradesmen whose interests are threatened, are not much in favour of Steamers, which will surely diminish, or partly destroy, their business; and any one applying to such people for information may certainly expect to be misled, and to hear the most awful reports about the Steamers. Many instances occurred last season, where Dragomans absolutely declined to obey the written orders of their employers;

they have been accustomed so long to have it all their own way, that they do not like to sacrifice any of their privileges. In going by Steamer, the traveller is saved an enormous amount of trouble and expense; no bargaining, no contract, and no quarrelling when the journey is completed. All he has to do is to take his Ticket and come on board at the appointed hour.

Time and patience will work the change from sail to steam, even on the Nile; there is no reason whatever why people ought not to travel by steam on this enormous stream, as well as on other rivers whose shores offer more variety and more attractions to the ordinary visitor and sight-seer. The order of sight-seeing by Steamboat is perfectly in harmony with the importance of the monuments. The stoppings take place in sailing up stream, beginning at the tombs of Beni-Hassan, and finishing at Philæ. By thus visiting the temple of Dandarah, and other minor monuments, before Thebes, they lose nothing of their grandeur, and produce their full impression. The time allowed and fixed for sight-seeing is quite adequate and sufficient, whatever may be stated to the contrary; out of all the passengers who made the Tour on board the Steamers, there was not one who was not thoroughly satisfied in this respect.

A passenger by Dahabeah is conveyed up stream as fast as possible, whenever there is a favourable wind, by day or night, and begins sight-seeing at the wrong end—on his way down; a Steamer never travels by night, and, therefore, has the double advantage, that no scenery is lost, and sleep is undisturbed.

Nearly every week in the season a Steamer is regularly

dispatched, and letters are forwarded to passengers up the Nile on board the other Steamers; the returning boats receive letters to be posted from the up boats, and they always stop together for half an hour on meeting each other. The sailings and stoppings of a Steamer are always fixed and can be relied upon, so that telegraphic messages can be received and forwarded nearly every day through our Office in Cairo. The calculation of time employed is easy and certain, and the date of return can be fixed beforehand, so that ulterior travelling arrangements can be made with safety. In a Dahabeah, one may return in six weeks or three months, according to wind and other circumstances; the defective postal arrangements make it very difficult, or rather impossible, to receive or dispatch letters. The only place where letters can be addressed to up the Nile is at the English Consul's, MUSTAPHA AGAR, at Luxor; there the letters and papers lie about on a table or in an open box, so that every one can help himself at pleasure.

Having thus compared the two systems, and shown their respective advantages and defects, we now proceed to give some general information and advice to travellers, suggested by personal experience.

OUTFIT AND CHOICE OF ROUTES.

In direct opposition to all existing guide books and their stereotyped instructions, cautioning travellers to encumber themselves with a hundred useless articles they never want, we say: Come out to Egypt and on the Nile just as you would travel and are accustomed to travel anywhere else in

spring or autumn. The climate from November to the end of March is delicious, dry, and warm, with few exceptions. No special precautions whatever are required, and it is quite sufficient to observe the regimen one is accustomed to. Of all the tremendous dangers and frequency of ophthalmia, not a single case occurred on board last winter, and it is very rarely heard of amongst the travelling colony; good physicians and chemists are established at Alexandria and Cairo, and on board every ship there is a doctor supplied with everything that may be wanted. The indispensable blue spectacles we took on board, as advised, were never taken out of their cases, and those who came on board armed with them, in a few hours laid them by for ever.

The only thing of real use is a white or green muslin veil, twined round the hat and covering the neck against the sun; a parasol to be used as a stick, and a pair of gloves. Nor need any one be afraid of great heat during the Nile Excursion on board a Steamer; on the contrary, be careful to take a warm shawl or a good overcoat along with you, as the evenings are very cool, and even during the day, when steaming against the wind, it is sometimes piercingly cold. The only places where the heat is really felt is during the three days' stay at Luxor, the Excursion to the Kings' Tombs, and, when at Assuan, to Philæ; still, as a rule, any person accustomed to open air exercise can easily support it, and the week spent on board the Steamer before arriving at these places is a capital preparation. Mosquitoes need not be feared, as they disappear from the cabins as soon as the ship moves.

All excess in eating and drinking must of course be care-

fully avoided; the regular meals served in Hotels and on board the Steamers are all that is required; the sweet Nile water must not be taken too freely. French wines are mostly drunk; English and German beers can be had everywhere. Coffee prepared in the Turkish fashion is served after all meals, and this delicious beverage can be had everywhere and at any time.

Great caution must be taken not to sleep with open windows, and not to lie exposed to the chilly night air. Very often severe diarrhœa results from carelessness in this respect. Instead of imitating the Arabs in wearing the "fez"—a most unhealthy practice—it would be much better to imitate them in wearing warm cloth round the stomach. The best time to visit Egypt and the Nile is from November to the end of March. From all parts of Europe Railways lead to Venice, Trieste, and Brindisi. The Peninsular and Oriental Steamers leave Venice every Friday at about 3 p.m., and Brindisi on Monday, after midnight. The passage from Brindisi to Alexandria takes three days and a half. The Austrian Lloyd's Steamers leave Trieste on Friday at midnight, stopping at Corfu for a few hours, and accomplishing the passage in five days. Both these lines are universally known for their splendid boats and the excellent first-class accommodation they afford. The price of passage is the same—£12 sterling First Class, and £9 sterling Second Class, from either Trieste, Venice, or Brindisi.

The Austrian Lloyd's also issue Return Tickets at the following rates:—From Trieste to Alexandria, and back to Trieste, good for 4 months, 1st Class, £20; 2nd Class, £14 18s. 6d. From Brindisi to Alexandria, and back to

Brindisi, good for 3 months, 1st Class, £15 12s. 2d.; 2nd Class, £11 11s. 4d.

From Alexandria there is a Railway up to Cairo; three Trains run each day, in four hours by Express and six hours by Ordinary Trains. Tickets to be obtained in London and Cairo.

The principal thing one must not forget is *money*—travelling in the East, and Hotel accommodation, being very expensive. English circular and bank notes generally lose 1 to 2 per cent. in exchange for gold; other notes are not current, nor can any payment be made except in specie.

GUIDE BOOKS.

These notes are not designed to supersede any of the existing guide books, their only object being to give such special information as is generally wanted and wished for by intending Steamboat passengers. A few words may be added here concerning this subject.

"Murray's Handbook to Egypt," entirely out of print last season, certainly deserves the first place for accuracy and completeness; but experience has shown that the perusal of it will be more profitable and easier after a Nile Tour than during and before it. The immense accumulation of matter, the mention of several learned authorities, and extracts from their different works about the same places and monuments, bewilder and confuse at first sight. It is very difficult to find the correct passage and description of a monument or part of a temple when standing in front of it; a good deal of precious time is thus lost in researches, and very often it has to be given up. Nor is there much

time to study hieroglyphics and history while moving on in a Steamer, the changing scenery taking up the whole time and interest; therefore, the greatest part of the work is useless for the moment.

One of the most practicable and best-adapted guide books for a short visit up the Nile, if not the best in existence, is the so-called "Austrian Lloyd's Guide Book to Egypt," by Dr. Maurice Busch, translated into English by W. C. Wrankmore, Trieste, Austrian Lloyd's, 1864. This book contains in a concise, clear style, a description of everything really worth seeing, is very easy of reference, not too bulky, and written from beginning to end by a keen observer, who saw and described everything from nature, and nothing else—a great advantage that Murray's cannot boast of. Amongst a party of thirty who went up the Nile together two years ago, several had Murray's and other guide books; there was but one copy of this "Austrian Lloyd's Book." Very soon they all had to flock round it for information, and it was unanimously pronounced the only one really good for anything. In one point only it falls short; when first published (1858) the beautiful Temple of Edfou, the best preserved of all Egyptian monuments, was still covered up with rubbish, and the author could only describe a small portion of it accessible at that time.

So many scientific and sensational works have been published about this wonderful country that a choice is very difficult. To any one desirous of getting really valuable and sound information—a thing nearly impossible to obtain in Egypt—we can recommend no better book than Heinrich Stephan's "Das Heutige Egypten." (F. A. Brockhaus,

Leipzig, 1872.) If there is no English translation published yet of this remarkable work—correct in every respect except in the statements concerning traffic on the Nile—it would be desirable, and greatly to the interest of all travellers, that there should be one soon.

In his statements concerning the Nile Steamers there is a slight error, as the real fare is exactly one half of that mentioned—but then it must be considered that the author was one of the Viceroy's *invités* in 1869, and had a "free passage," and that no one can or will give any positive and reliable information in this country.

DEPARTURE FROM CAIRO AND DAILY ITINERARY.

Having secured a passage and paid for the Ticket, the preparations are soon completed; passengers have but to come on board at the appointed time with their luggage. Small change in copper—about ten francs a head—ought to be procured in Cairo, and linen enough packed up to last for three weeks, no washing being done on board or by the way. For a small gratuity the sailors will wash small things, such as socks and handkerchiefs, but no ironing is done. A good stock of wines, ales, and other drinks are provided on board at moderate charges, and no passenger is allowed to bring on board any provision of this kind.

During the winter Steamers will leave Cairo (Boulak) regularly every fortnight; for this present season, 1872-73, departures are advertised, and will take place from Tuesday, December 10th, at 3 p.m., on every alternate Tuesday, to the beginning of March. Any family party, or friends

MAP TO COOK'S NILE TOURS

travelling together, can order a special Steamer if they are willing to pay for at least 14 full passages, or more, according to the size of the Steamer disposable; in this case the time allowed (20 days) may be prolonged, and stoppages ordered at pleasure, on condition that overtime be paid in proportion to the total cost, and at the rate of one twentieth from the amount paid per day, payable on return, for every day over and above the 20 days allowed.

The cabins contain one or two beds, never more; in some boats there are all single cabins, with the exception of the stern and fore cabins, which are very roomy and always contain two or three beds. Any party applying in good time, and not minding the expense of a third berth, if the stern cabin contains three beds, can engage it beforehand, and thus secure greater comfort and privacy. Arrangements can also be made to have meals served separately in this cabin.

The ordinary course of sailing is as follows: it must, however, be borne in mind that any delay or faster sailing will necessarily change the time of arrival at the different stations all through, and it is only possible to give an approximate time-table:—The rate of sailing is about eight miles per hour against stream, and from twelve to thirteen down the river.

1*st day*.—The starting place is now from above the new iron bridge "Kasr-el-Nil," which leads to the Pyramids of Ghizeh. The Steamer generally leaves at 3 p.m., and the first day brings it up to Badreichan (railway station and starting point to visit the site of Memphis, the Serapeum, and the Pyramids of Sakkarah and Dashoor). These places, being so near to Cairo, and easily accessible by rail, are

generally visited from Cairo, donkeys being sent on during the night, or taken along in the trains, as Steamers on their way up do not stop here for sight-seeing. If, on the return journey, the Steamer stops here during the last night or arrives early in the morning, passengers who are good walkers may leave her and visit those places, taking care to be back in time at the railway station for the only down train, due at 4 p.m., and generally coming on between that hour and 8 or 9 p.m. As the Steamer has to proceed at once back to Cairo, baggage can be left on board and claimed afterwards at the Office, or may be entrusted to one of the servants for conveyance to an Hotel.

2nd day.—Towards evening Benisouëf is reached; in November and December, when the river is high, Steamers can get close to the place, and in that case a stroll through this dirty, uninteresting spot may be made; during the rest of the season the water is too shallow, and Steamers must lay off at a distance of about two miles; but the place is not worth the trouble of so long a walk.

If the night is clear and moon-lit, the Steamer continues its course for a few hours longer, and possibly reaches Bibé, where a fine palm grove invites ashore.

3rd day.—In the afternoon we pass "Gebel-el-Dayr," on the top of which stands a Coptic convent, whose inmates plunge into the river as soon as a boat is in sight, and swimming towards it, with great dexterity catch hold of the small boat in tow, get into it, and climb on deck to ask for *backsheesh*. Ladies had better retire to the saloon during this visit. Towards evening Minyeh is reached; it contains a fine palace belonging to the Viceroy, who generally spends a few weeks here in the winter; and a most

extensive sugar manufactory, employing about 2000 people. A visit to this establishment will well repay the trouble, and visitors are very civilly shown round.

4th day.—A few hours bring the boat to Beni-Hassan, the first place for sight-seeing. Swarms of beggars, and miserable donkeys without saddles and bridles—the worst all along the Nile—await the arrival of the Steamer, and in half an hour the Rock Tombs of Beni-Hassan are reached. The northern grottoes are high up on a hill to the left, and the Speos Artimedos straight on in a valley eastward—both ought to be visited. The same evening, or early the following day, we arrive at Siout, or Assiut, the metropolis of Upper Egypt and residence of a Pacha.

5th day.—Half a day is devoted to a visit to the large bazaar and the hills behind the town, offering a splendid view of the Nile valley.

6th day.—According to circumstances, the ship is coaled at Lioux, and Girgeh is generally reached in the evening; there is nothing of interest in this place—one of the dirtiest on the Nile. Girgeh, or Bellianah, a small town about ten miles higher up, is the starting point for visiting Abydos. This visit, however, is better postponed and made on the return journey, starting from Bellianah and coming out at Abydos. These ruins are so grand and magnificent that they cannot lose any of their charm and novelty even after Karnak has been seen.

7th day.—Leaving the visit to Abydos for the return journey, we reach Keneh towards evening, and if still early enough, this important place may be visited before night. The best porous jugs and gargoulets for filtering the Nile

water are made here ; Keneh is also celebrated for its dates and dancing girls.

Another great curiosity is the native gentleman, the Consul who represented France and Prussia simultaneously during the late war, and may still do so ; this dignitary, who, by-the-bye, does not speak a single word of any European language, is very fond of receiving homage from visitors, and on our last visit graciously bowed and shook hands with all, while his interpreter gravely repeated—" His Excellency the Consul of France," and his ditto of Prussia. His coffee, however, was excellent, and we looked very grave.

8th day.—In the morning passengers are conveyed in boats across the river, where donkeys are waiting to take us to the Temple of Dandarah, about one hour's ride. This is the first imposing monument met with, and the impression it produces at first sight is never to be forgotten. It is rather puzzling in the beginning to find one's way through the halls and through the heaps of ruins surrounding the walls, and discover the site of any given point. As the Temples, however, were nearly all built very much on the same plan, a little practice will soon facilitate researches.

What is still missing in any existing guide book, is a simple plan of every important monument, pointing out the places to be particularly visited, and referring to the corresponding pages in the book.

If the visit to Dandarah is finished by noon, the boat may reach Luxor the same evening, and anchor opposite the Temple of Luxor, the portico of which is occupied by the office of Mustapha Agar, the well-known and frequently-mentioned English and American Consul. He speaks

English fluently, is always willing and ready to oblige, and at once sends his servant on board to welcome new arrivals and invite them to his house, where coffee is always ready, and Fantasias may be organised.

9th day.—At Luxor. The first day is generally devoted to a visit to the Kings' Tombs. Starting early in the morning across the stream by boat, where donkeys have already been conveyed by the same means, in about an hour we arrive at the Temple-palace of Kournah, and after having visited it, continue our journey through the desolate valley, "Bab-el-Muluk," to the Kings' Tombs. Only two or three of the most interesting are entered, which is quite sufficient—Belzoni's Tomb, No. 17, and Bruce's, No. 11. After lunch, which has been brought along and is taken in the entrance of Tomb No. 6, those who like to walk can go over the mountain chain, and come down near the Memmonium or Ramseum; the others return by the same way they came, and a halt is made at the Memmonium. On the way back to Luxor the ruins of the Temple of Amunoph II. and the sitting Colossi are visited.

10th day.—At Luxor. Once more across the river, and partly over the same ground as the day before; we visit the Temple-palace of Medinet Haboo leisurely, and after lunch make an excursion to one of the most interesting private Tombs, No. 35, called "Dayr-el-Medinet," situated on a hill behind the Memmonium. Close by are the Priests' Tombs, the largest of which may be visited (although it is scarcely worth the trouble) by those who are not easily frightened by bats and rather rough and dangerous passages.

A second stay is made afterwards at the Memmonium,

and then back to Luxor. If still early, a walk through Luxor and an exploration of the Temple, mostly hidden by Arab dwellings and stables, will finish the day nicely.

11*th day.*—At Luxor, is entirely devoted to Karnak. Lunch may be taken out, or passengers may return on board, the Temple being only about a mile and a half distant. All around Thebes visitors are continually pursued by dealers in antiquities, mostly poor imitations; and the Consuls themselves, who all deal in these articles, are not much better than the rest. Be careful not to offer a shilling for an object for which £5 is asked, for you may be sure to get it!

12*th day.*—Starting early from Luxor, Esnch is reached at about 11 a.m., and after visiting its Temple we continue our journey up stream, arriving the same evening at Edfou.

13*th day.*—This splendid Temple, the most complete and best preserved monument in Egypt, which gives the best idea of the old Egyptian style of these buildings, is kept in custody by a government officer, and is the only place where beggars are not allowed to bother you for *backsheesh;* but they are the more ravenous when you emerge again from the stronghold. Half a day is devoted to this place, and it can be visited either now or returning; this will depend entirely on the time of arrival. If the visit is postponed and the Steamer leaves in the morning early, the quarries of Gebel-el-Selselah come in view after about five hours' sail. It is hardly worth while to go ashore, since the few grottoes and chapels can just as well be seen from aboard; two hours more bring us to the ruins of Koam-Embou, where the Steamer stops.

Assuan, the limit of our Steamboat Tour, is reached from

here in about five hours: as soon as the Steamer stops, a swarm of Nubians come to offer ostrich feathers, eggs, and other articles, for sale.

14*th day.*—At Assuan. Early after breakfast donkeys or camels, at choice, are waiting to carry us through the town and bazaar of Assuan, and the cemetery, to the desert road leading towards Philæ. About a mile from the town, on the hills to the left, are the celebrated granite quarries where the obelisks were extracted from, and which are best visited now. Continuing our road afterwards, in about one hour we arrive on the river, where a boat is waiting to convey us over to Philæ. Until about 3 o'clock in the afternoon there is sufficient time to visit this enchanting place in every part, lunch, and rest; then we once more go on board the boat, either to take us back to the place where we embarked, or, if the wind permits and the company have made arrangements, to *shoot* the Cataracts in a Dahabeah (which is at their own expense and risk); the same boat brings us to our Steamer at Assuan in about two hours. The charge for a Dahabeah for a party to shoot the Cataracts is from £5 to £8 sterling. If the wind is contrary, or no arrangement has been made for shooting the Cataracts, then we again mount our donkeys or camels—the latter operation being rather dangerous—and return to Assuan by another road, striking to the left towards the village of Mohattan, and coasting the river all the way down, enjoying the most magnificent and varied views of the wild scenery. As a rule, guides and donkey boys do not like to take this way back, but the interest it offers is so very great that on no account ought it to be abandoned.

15*th day.*—Half a day is more than sufficient to visit

the Elephantine Island, with its Nilometre; and towards noon, when everybody is back on board, the return journey begins.

The same day, in six hours, Edfou can be reached, and if the Temple has not been visited in the up journey, it may be done now.

16*th day.*—Visit the Temple of Edfou, and continue the return journey, probably as far as Luxor.

17*th day.*—Descend from Luxor to Bellianah, where donkeys have been telegraphed for from Luxor.

18*th day.*—The Excursion to Abydos is now made—a good two hours' ride through rich fields; the Steamer in the meantime floats down to Girgeh, at which place we come out, and again go on board.

19*th*, 20*th, and* 21*st days.*—Continue the voyage without stopping except at such places which were not visited according to Programme during the up journey; the Steamers only stop to coal, or for provisions, according to requirements.

GENERAL OBSERVATIONS.

The Fare of £44 sterling, before mentioned, covers everything—living, guides, donkeys, and boats to cross the rivers when necessary, as well as the boat for Philæ and back; also candles to light the caves, gratuities to servants and crew, and the regular fees to donkey boys; but who could satisfy and silence the never-ending craving for *backsheesh?* Every passenger, therefore, ought to have some coppers to give away occasionally, and a good whip, or a stick, to get rid of the most importunate. It is wonderful to see how ingenious these beggars are; those at Thebes,

especially, have acquired the greatest perfection ; they all speak a little English, and try to move your heart by the most lamentable stories. They have either lost their father or mother, and have no place to sleep in ; or they show you a broken vessel, crying bitterly that they dare not return home for fear of being beaten.

When on the down journey the boat stops in any place which is not marked in the itinerary as a regular stopping place, or touches twice at the same station, passengers who want donkeys to visit these places a second time must pay for the donkeys themselves ; the same applies to night Excursions, visiting Karnak, or any other place, by moonlight, or going to Fantasias.

Ladies must hire side-saddles, else it would be quite impossible for them to ride to the more distant places ; gentlemen also, who cannot rough it a little, ought to provide a donkey saddle at Cairo, or at least a pair of stirrups and a bridle for the two Excursions at Beni-Hassan and to Abydos, where the donkey accoutrements are very wretched.

We shall try in the coming season to remedy all this as much as possible, but cannot take any responsibility in this respect, and can only provide what the country offers. This three weeks' Excursion on the Nile, and life on board a ship, is generally quite long enough for any one, and it is with great delight that the view of the citadel and minarets of Cairo is hailed. A gentleman passenger last season expressed his feelings very properly in saying that to do all the work and sight-seeing up the Nile, and then to float idly down, was just like reading a highly interesting book, and when finished, turning its leaves once more leisurely

over, and lingering with delight on the most beautiful passages, have a last glimpse at them, and be very glad to have done with it.

The captains and crews are of course all natives, and belong to the regular navy ; discipline, however, is not very strict on board, nor have the captains, who only speak Arabic, any authority over their passengers, which is sometimes greatly to be regretted. They are, however, all very modest and obliging men, and very much afraid of complaints being made against them on return ; for this reason, towards the end of the Tour, they manage to get a certificate signed by all the passengers, expressing their satisfaction. If such a testimonial cannot be produced, or complaints are made against them, they are fined, and part of their pay, which is already poor enough, is withheld. The following may be taken as an instance of the manner in which they are dealt with. Last winter a large American family party hired a Steamer on their own account, and, as they were exceedingly pleased with the captain and crew, large gratuities were given to them all. The Bey in command at Boulak knew this ; and as one day during the voyage burning cinders had accidentally fallen from the chimney on the awning, which was partially destroyed by fire, and certainly was no fault of the captain's, the poor fellow had to sacrifice his money and replace it by a new one. On the same steamer the steersman, who together with the pilot, is really in charge of the whole ship, had run her aground, as it can happen very easily in shallow water, and had to pay for all the damage done in breakages.

It is, however, not only the natives who are thus summarily treated. One day last spring—it was the Khédive's

birthday—one of our passenger ships was passing in front of a governor's palace; a salute was fired from shore in honour of the day, and the concussion produced by the discharge, which was directed on the ship, broke about a dozen windows. The passengers insisted on having the windows replaced, on account of the draught; the captain refused to have it done, and at last the Dragoman in charge had to do it at our expense. When the ship returned the case was laid before the Bey; but he merely shrugged his shoulders and said he could not pay the damages (20 frs.), as he had not fired. Such instances happen very frequently, and the only remedy is patience. The doctors who accompany passenger ships are young Arabs or Copts, educated partly at the Viceroy's expense, and frequently have pursued their studies in Paris; being, with rare exceptions, very pleasant, well-educated people, speaking French, or a little English, it is well to be on good terms with them; their occupation on board being *nil*, they are always ready for a "lark" in the evening, and it is well to be in their company.

Should any passenger desire to return to Cairo a day or two sooner, he can be put down at any of the railway stations between Roda and Ghizeh; but as there is only one train a day, he must be very careful not to miss it, or he might go without bed and food.

We here add a copy of the general bill of regulations and list of stopping places; the best course is not to interfere nor propose any change whatever in this itinerary based on experience. Some people will do so, and thus cause disorder and sometimes displeasure.

ADMINISTRATION OF THE KHEDIVE MAIL STEAMERS.

Service of Upper Egypt.—Notice to Passengers.

Art. 1. **Tickets.**—Passage Tickets may be had at the Agencies. The name and nationality of the passenger must be inserted, together with the number of the Cabin allotted him.

The Tickets are personal, and passengers holding the same are entitled to be provided with food and one berth.

Children from three to ten years of age pay half fares, viz., twenty Egyptian pounds for the whole voyage; those under three years will go free, provided they do not exceed their parents in number, in which case one-fourth of the passage rate, viz., L. Egyp. 10, will be charged for each child.

Passage Tickets are available for one month from the date of delivery. Travellers not proceeding by the first or second Steamer after taking their passage forfeit all claim to any subsequent departure, and will have no claim against the administration for the passage money by them previously paid. Should they proceed by the second Steamer, they will have to be satisfied with any Cabin that may be given them, without any claim to that mentioned on their Ticket.

N.B.—Any person found on board the Steamers without a Ticket, after departure, will have to pay double fare, if there be an empty Cabin; otherwise, will be put on shore on reaching the first Station, and will have to pay three times the rate of passage between the two Stations.

Art. 2. **Luggage.**—Each passenger is allowed to ship

200 lbs. of luggage, not exceeding ·2 cubic metres in measurement, free of charge; but luggage exceeding the quantity allowed will be charged for thus: for the first Cantar (100 lbs.), one Egyptian pound; for the second Cantar, three do., and so on. Luggage must be packed in boxes or trunks well secured with locks, and bearing the name of the owner in large letters; luggage not so conditioned can be refused.

Art. 3. **Departure from Stations.**—Half an hour before leaving any Station, the Captain of the Steamer will give notice of the departure, either by bell or whistle; such notice will be repeated three times, at intervals of one quarter of an hour, up to the time of leaving.

On returning on board at any of the Stations, the Captain will call all the passengers by name; and in case of any being missing at the time of departure, the fact of such absence will be duly registered and signed by all the other passengers.

Art. 4. **Interruption of Voyage.**—Any passenger wishing to leave the Steamer at any of the Intermediate Stations may do so; but, notwithstanding his having paid the full fare to any other Station beyond, he will not be entitled to a passage by any other Steamer, and forfeit the difference paid in favour of the Administration.

Art. 5. **Arrival at Cairo.**—On reaching Cairo after the expiration of the voyage, passengers will have to withdraw their luggage immediately; twenty-four hours afterwards the luggage will be landed at their expense, and deposited in docks of the Administration, where the passengers may claim it on payment of Ten Piastres Tariff per day for each trunk or package.

ART. 6. **Valuables and Specie.**—The Administration is responsible for specie or valuables taken on board by passengers, only when they have declared the same before departure, paid the freight, and consigned them to the Captain.

ART. 7. **Medical Assistance.**—Sick passengers may claim the attendance of the Doctor who always accompanies a Passenger Steamer, and are entitled to be supplied with medicines from the ship's pharmacy during the voyage, without any extra charge.

The duration of the voyage (except under uncontrollable circumstances) is fixed at 20 days up and down, including stoppages.

The Steamers will call at the following Stations, and will stay there as follows:

At Beni-Swaif	2 hours.
At Minyeh	2 ,,
At Beni-Hassan	3 ,,
At Assiut	5 ,,
At Girgeh or Bellianah to visit Abydos	8 ,,
At Keneh and Dandarah	8 ,,
At Luxor, Karnak, and Bab-el-Muluk .	3 days.
At Esneh	3 hours.
At Edfou	6 ,,
At Koam-Embou and Gebel-el-Selselah	2 ,,
At Assuan	1½ days.

On the return trip the Steamers will only stop one hour at each of the six following Stations:

Koam-Embou, Edfou, Esneh, Luxor, Keneh and Siout.

PRICE OF PASSAGE IN EGYPTIAN PIASTRES.

The Egyptian Pound equals 100 Piastres tariff; the English Sovereign equals 97½ Piastres tariff; the Napoleon equals 76 6-40th Piastres tariff.

DESTINATIONS.	UP the Nile.	DOWN the Nile.	Entire Voyage.
Cairo to Beni-Swaif	210	105	315
Beni-Swaif to Minyeh	185	95	280
Cairo to Minyeh	395	200	595
Minyeh to Beni-Hassan	90	45	135
Cairo to Beni-Hassan	485	245	730
Beni-Hassan to Assiut	240	120	360
Cairo to Assiut	725	365	1090
Assiut to Girgeh	240	120	360
Cairo to Girgeh	965	485	1450
Girgeh to Keneh and Dandarah... ...	265	130	395
Cairo to Keneh and Dandarah ...	1230	615	1845
Keneh and Dandarah to Luxor, Karnak, and Bab-el-Muluk	630	315	945
Cairo to Luxor, Karnak, & Bab-el-Muluk	1860	930	2790
Luxor, Karnak, and Bab-el-Muluk to Esneh	120	60	180
Cairo to Esneh	1980	990	2970
Esneh to Edfou	165	85	250
Cairo to Edfou	2145	1075	3220
Edfou to Koam-Embou & Gebel-el-Selselah	100	50	150
Cairo to Koam-Embou & Gebel-el-Selselah	2245	1125	3370
Koam-Embou & Gebel-el-Selselah to Assuan	420	210	630
Cairo to Assuan	2665	1335	4000

The Fare of £44 sterling, as advertised by Cook's Agencies, includes hire of guides and donkeys to visit all the monuments, and backsheesh to servants and crew.

MESSRS. THOMAS COOK AND SON,

OF

98, FLEET STREET, LONDON,

Having again been appointed exclusive Agents for the Passenger Steamers on the Nile belonging to the Khédive Administration, have the honour to inform the public that their representative for Italy and Egypt,

MR. R. ETZENSBERGER, OF VENICE,

Who is at the same time in charge of the berth and victualling department on board these Steamers, will again act on their behalf during this season, and may be consulted at Shepheard's Hotel, Cairo, any day from Nov. 10th, 1872, to end of March, 1873. Regular fortnightly departures from Cairo (Boulak) to Philæ and back by Steamboat will take place, as per Programme, from Tuesday, December 10th, and every alternate Tuesday at 3 p.m., until the first week in March, 1873. They also are enabled and authorised to book passengers through from London and Paris or other central places in Europe, to Egypt, *by any of the Railway and Steamboat Lines*. Tickets available by all the Egyptian Railways and Steamers on the Suez Canal are also sold at their Office in Cairo (Shepheard's Hotel), and will be found to save a great deal of trouble and loss to passengers in Egypt. During next season a proposal to create a Circular Ticket at reduced Fares, will be made to the General Administration of Egyptian Railways; and it is hoped that a considerable reduction will be obtained for a Circular Tour from Cairo to Suez,

Ismailia, Kantara, or Port Said, and back to Ismailia and Cairo. In connection with this, arrangements will be made at Suez for a visit to the Fountain of Moses. Passengers for the Nile Steamers can have their letters addressed to Cook's Office in Cairo, to be forwarded up the Nile by subsequent Steamers; and letters coming down from the Nile by returning Steamers will be carefully forwarded. All applications for passages in Nile Steamers or Supplementary Special Steamers, to be addressed to their Cairo Office, or to any of the European Offices named in the official Bill of Regulations.

In Autumn and Spring parties are organised for Tours through the Desert and Palestine, at fixed rates, and under the guidance of experienced, reliable Dragomans.

For further information, and to secure berths, apply to

COOK'S TOURIST OFFICES,

ETC., AS UNDER:—

London, 98, Fleet Street, General Agency;
Cologne, 40, Domhof;
Brussels, 22, Galerie du Roi;
Paris, Hotel de Londres and New York;
Venice, Grand Hotel Victoria.
At Boulak, to the Egyptian Agency;
,, Cairo, to Mr. Cook or his representative, Mr. R. Etzensberger, Shepheard's Hotel;
,, Alexandria, to the Administration of the Mail Steamers Khédive;

MAP TO COOK'S PALESTINE TOURS

PROGRAMMES

OF

COOK'S EASTERN TOURS.

GENERAL ARRANGEMENTS

OF

TOURS TO EGYPT AND PALESTINE,

WITH EXTENSIONS TO

THE FIRST CATARACT ON THE NILE,

AND TO

TURKEY, GREECE, AND ITALY;

TO BE CONDUCTED UNDER THE ARRANGEMENTS OF

THOMAS COOK AND SON,

IN THE WINTER OF 1872 AND SPRING OF 1873.

OUR FIRST AUTUMNAL PARTY of 1872 having left for GREECE, TURKEY, PALESTINE and EGYPT, and a SECOND PARTY been duly provided for, the present Series of Programmes have special reference to the arrangements for the Nile in Winter, and the Spring Tours to Egypt, Palestine, Asia Minor, Constantinople, Athens, Italy, &c.

These Programmes will indicate a wider scope of arrangement than any previously issued, embracing not only the ordinary Routes from England and the Continent, in an Easterly direction, but also including arrangements which encircle the globe, and offering facilities to citizens of the United States and the people of Canada to visit the lands of the Bible by taking a Western or Eastern course.

With the view of maturing plans for booking Travellers

from America to Egypt and Palestine, either through Europe or by the Routes of Japan, China and India, or by New Zealand and Australia, Mr. THOS. COOK has started on his advertised Tour Round the World, hoping to reach Egypt by the time suitable for Trips up and down the Nile, and then to Palestine, Turkey, Greece and Italy. Already a number of Americans are registered to accompany him from New York, Chicago, and other places in the United States; and the principle on which they enter upon the Tour is to make an entire circuit, returning to the point from which they start for a fixed sum, to include the *détour* to the Nile and Palestine. This great Experimental Tour is expected to constitute the basis of future arrangements for Through Tickets for the entire circuit.

To facilitate the working out of American arrangements an Office will be opened in NEW YORK, under the copartnery and joint management of

COOK, SON, AND JENKINS.

The gentleman with whom Messrs. COOK & SON have entered into these joint arrangements is Mr. E. M. JENKINS, of Allegheny, Pa., who organized the visit of the Knights Templar to Europe in the summer of 1871, and who has since accompanied a second party to England in the month of August, 1872. Mr. JENKINS has thus acquired a thorough knowledge of the Tourist System of THOMAS COOK & SON, and enters upon the work in America with their full confidence.

Already Messrs. COOK & SON have had the patronage of great numbers of ladies and gentlemen from the United States, many of whom have expressed earnest desires that facilities should be offered in America similar to those afforded to Tourists in Great Britain, on the Continent of Europe, and in the East. Seven years ago Mr. THOMAS COOK visited the United States and Canada, for the express purpose of making arrangements for a great system of INTERNATIONAL TOURS, and his proposals met with a cordial response from the Managers of over 4,000 miles of Railroad, and several of the Ocean Steamboat Companies also acceded to his proposals for Through Bookings. Subsequently, Mr.

JOHN M. COOK accompanied a party of about thirty to the States, most of whom extended their Tour as far as Chicago, St. Louis, the Mammoth Cave of Kentucky, the battle-fields of the South, Washington, Baltimore, Philadelphia, Boston, the Falls of Niagara, the islands of the St. Lawrence, and Canada. In 1867, the year of the Great Exhibition of Paris, Mr. JOHN M. COOK again visited Canada and the United States for the purpose of completing arrangements for the great attraction in Paris, and he left America with the best assurances of the Companies interested, that his labours should have their co-operation. But all these proposals and promises of support were frustrated by the jealousies and concealed opposition of local agents, and it became quite evident that the only way to secure the result of our proposals would be to arrange with some one equally interested with ourselves, who, on the spot, should be accessible alike to Travellers and those who have the management of Railroads and Steamboats; and that is the position occupied by our co-partner, Mr. E. M. JENKINS.

These preliminary explanations were felt to be necessary, as an introduction to the PROGRAMMES, which are designed for AMERICA as well as for ENGLAND and the EUROPEAN CONTINENT; and, as a further preface to the arrangements of the coming season, the following

HISTORICAL NOTES OF COOK'S EASTERN TOURS

Are copied from recent numbers of the *Excursionist.* The *personality* of this brief narrative is preserved, as the idea of Eastern Tours originated with, and the system has been mainly developed by, Mr. THOMAS COOK, who thus writes:—

Although in the arranging and carrying out of Tours to the East I have had the constant and energetic co-operation of my Son, I adhere, for special reasons, to the personal pronoun in my brief notes of their origin, progress, and results.

I make no pretensions to the origination of Tours to the Holy Land, as I remember to have seen, more than twenty years ago, proposals advertised in Scottish periodicals, of a

projected Tour to Palestine, at a cost of about £200. But I cannot remember the details, nor the comprehension of the scheme, nor do I know what came of it.

I believe it is now twenty-three years since I met, in one of my Highland Tours, a distinguished English clergyman, who first led me to think of the matter seriously, and from that time, however silently the idea slept under the heavy load of other engagements, I had always anticipated that it must be done at some convenient season. Under that impression I made a special journey from Leicester to London, in 1850, to see the late JAMES SILK BUCKINGHAM, the famous Oriental traveller, from whom I received much valuable information and advice.

Mr. Buckingham was just the man to sympathise with a movement for bringing together people of various nationalities and social distinctions, and he entered warmly into my project.

Afterwards the subject was frequently mooted, and once in particular, on the granite rocks at the Land's End, a social gathering of Excursionists assembled to talk over matters of travelling interest. On that occasion my ever-constant friend, Mr. ALDERMAN CULLEN, of Nottingham, expressed his strong conviction that, having reached the "End" of English soil, I should, ere long, conduct my patrons to the Holy Land. I thought so too, in my inmost heart, but dared not to express the hope. My great difficulty then was isolation in my work, and the impossibility of leaving home for so long a period as 70 or 80 days. But in 1864 my Son came back to my assistance, and I then felt at liberty to look both East and West, and my plans were developed in 1865, when I announced a Tour to America for the coming spring, and my purpose of making an Eastern arrangement for the termination of 1866.

I started for the United States in November, 1865, travelled from New York to Montreal, Niagara, Detroit, Chicago, Wisconsin, St. Louis, Cincinnati, Baltimore, Washington, Philadelphia, and other places, about 4000 miles from New York, and over all the Lines I made special provision for Circular Tickets, at uniform rates. My Son left England in May, 1866, with a Party of about 30, to test

the plans I had formed and the arrangements made. All seemed to wear a promising aspect until American Ocean Steamboat and Railroad Ticket Agents fired up in opposition and strewed our path with difficulties, to which we had eventually to succumb, after a second visit of my Son to consolidate arrangements.

At the close of 1866 I foresaw a busy season in Paris in connection with the Universal Exhibition, and I suspended all ideas of Eastern Travel until that season of great things had closed. But no sooner had we got through our work of taking visitors to, and providing them homes in, Paris, than I again took up the idea of Tours to the East, and wrote a page in my *Excursionist*, foreshadowing my plans for the next year, the first feature of which was examination of Routes, travelling and other accommodation. To make myself sure on these points, I started in the following September for Italy, and from thence went to Constantinople, and by the Syrian coast to Smyrna, Beyrout, Jaffa, and on to Egypt, calling at all chief points by the way, and making the acquaintance of friends and helpers. At Constantinople I met with a talented friend, who for years had been urging me to come out to the East with Tourist Parties. At Beyrout I made the pleasant acquaintance of the late Mrs. Thompson, the founder of the Beyrout and Lebanon Schools, and her valuable coadjutors, Mr. and Miss Motte. I also made Hotel and Dragoman arrangements, and then proceeded to Jaffa, for the same purpose. I had letters of introduction to several of the most influential residents of Jerusalem, but I could not succeed in getting there in the time I had at command. I went on to Alexandria and Cairo, and there made arrangements for Nile Tours, as well as for Palestine.

I have been the more exact in detailing the particulars of this preliminary journey, in consequence of public insinuations and private accusations of having copied the models of others, and especially of one claiming to be the "Originator" of Eastern Tours. So far from this being a truthful representation, I refused to read a line of any other programme or report of previous contracting arrangements, and I refused to go to any Hotel where this "Originator" had managed to enter before me. I did,

by accident, get into the Hotel at Alexandria, where I found in the visitors' book some eight or ten names of a party that I did not wish to follow, and I left the house and made my future home at the *Hotel de l'Europe*, the largest and best in the city. Whilst at the Hotel d'Orient, Cairo, I was applied to by Alexander Howard and his then partner Abdallah Joseph, to give them at least a portion of my future work. Amongst other qualifications that they urged was that of having served the party whose names I had seen at Alexandria.

That, I told them, was conclusive against my entering into any negotiations with them, as I would never follow in the wake of their former employer. They left, and the day following again visited me, and Alexander especially said that whether I engaged him or not, he should not again serve the party referred to, who had kept them in suspense in reference to a second party, then on the eve of coming out, which was first said to consist of eleven travellers, but had dwindled down to seven or eight, and for even them there was nothing certain. His energetic words were, "I mean business, and with you I know a great business can be done, and I wish to serve you exclusively." After much importunity, and when I saw that he was free from other engagements, I consented to give him a trial, and to this day ALEXANDER HOWARD has been my faithful and approved Dragoman, and he can bear witness to the fact that I would never lend my ear to matters connected with the proceedings of others. The "idea" and the "origination" of my Eastern Tours have been alike my own, and if others have "originated" anything, it has been their own proceeding, though I question if the "idea" was not borrowed from my previous intimations, and advantage taken of my early announcements to fix a date earlier than the one I was committed to, and by such means claim the originality of my ideas.

I never borrowed ideas of Tours from any one, though my original "ideas" have been moulded into a good many Tourist systems of public companies; and as for individual speculators, they have made it their chief business to get hold of my arrangements, copy my Tickets, and then call them by their own names. As to the East, I should be

sorry to be in any way identified with such defalcations as were voluntarily reported to me on my last visit to Jaffa. A Vienna contractor once wrote me proposals for partnership Tours to the East. I replied that I always preferred to do my own work, in my own way, and to bear my own responsibilities. The next I heard of the poor fellow was that he had sent a Courier with a party to Palestine. On the way his funds were exhausted. He wrote to his employer for money to enable him to proceed, but instead of sending "the needful" to rescue his representative, the unfortunate speculator terminated by poison the lives of himself, wife, and two or three children. Only the other day a Travelling Agent from Vienna came to 98, Fleet Street, to beg for employment, stating that he had been engaged, by somebody of Vienna, to conduct a party of four gentlemen round the world, but his funds were exhausted on arrival in London, and he could not get means to go forward. The case was represented to the Austrian Consul, but nothing could be done with it, and the gentlemen had to stop short in their proposed Tour. A proposal which we now have from Vienna, representing 10 to 20 candidates for a Round-the-World Tour, looks very suspiciously, and we shall most certainly persevere in our own work and bear our own burdens. We neither wish to copy, nor be copied. I have been led into this digression by circumstances connected with Eastern Tours; but enough of it—I return to my story.

TOURS OF FOUR SEASONS TO THE NILE, PALESTINE, &c.

It is not necessary to particularize the details of the whole of these Tours. Their totals present an aggregate of nearly 400 voyagers up and down the Nile, from the Arsenal of Boulak (Cairo) to the head of the First Cataract, including the Island of Philæ, and the granite quarries of Syene, from whence were obtained all the monoliths and other immense granite blocks, shaped into forms, raised to positions, and demolished in ways and by agencies of skill and power which puzzle modern artists and mechanicians.

In the early spring of 1869 we had two Steamers; in 1870 one large Steamboat, with over 40 passengers; in 1871 again two Boats, and in 1872 the whole of the Steamboat pleasure traffic of the Government of the Khédive has been entrusted to our agency. Whatever may be the special advantages of Dahabeahs, the Steamboat alone enables Nile Voyagers to calculate time and cost with any degree of certainty. During one Dahabeah voyage of the late season, costing each passenger £70 to £80, the excellent Steamers engaged in the service made nearly three complete voyages, and gave all the time required at chief stopping places. On our way up and down we passed many Dahabeahs struggling against adverse winds, where passengers would have been thankful to have been transferred to our Steamers. Under the watchful care and business habits of Mr. Etzensberger, the berths and food supplies were greatly improved, and a new interest altogether was given to the traffic.

In the transit from the Nile to Palestine, there are many objects of historic interest to engage thoughtful attention in the land of the ancient Pharaohs; and in the modern country of the Khédive there are strange transformations and aggressions on ancient Egyptian life and habits.

The Suez Canal is one of the greatest marvels of modern science, and it has been our pleasure to send many over those mixed waters of the Mediterranean, the Red Sea, and the Sweet and Bitter Lakes and Canals. It was one of the red-letter days of my Tourist life to be present at the opening ceremony of the Suez Canal; though my party was but a small one of half a score, owing to the uncertainty in which I had been held by a Steamboat Company.

An Excursion to Suez, and from thence to the Wells of Moses, will be found of the greatest interest. Immediately opposite is the Valley of the Wanderings, and the intervening part of the Red Sea is the reputed scene of the miraculous passage of the Israelites and the overthrow of Pharaoh and his hosts.

From Port Said to Jaffa is now but a Trip of ten or a dozen hours, and I have been singularly fortunate in all my approaches to and departures from the Holy Land at

this port of doubtful repute, in never having lost a landing or embarkation. Nine times have I passed through the narrow opening of the old grim rocks which encircle the port, without the slightest difficulty.

In four seasons I have introduced large double parties, in eight distinct or united encampments, with the superaddition of several select camps of from three to six persons, presenting an aggregate of about 250 Tourists, nearly all of whom have traversed the beaten tracks of the country under my arrangements, and most of them under personal supervision. It is singular how nearly the numbers of each year have accorded, never varying five in their totals. These "educational courses" present some very hard and difficult lessons, and all students are not alike docile and perceptive; but it has been my constant study to adapt my plans to the constitutional characteristics of the country, and to the exigencies of its peculiar difficulties of locomotion. "Thank God there are no railroads in Palestine!" once exclaimed my candid and enthusiastic Dragoman before an English audience; and those words covered facts, of the character of which none but Palestine travellers have any correct conception. But through all the difficulties and obstructions of roadless, rocky ways, storms and tempests, snow and quagmire, we have successfully carried out every Programme and gained every proposed point, from Hebron, in the south, to Dan, at the northern extremity of Palestine proper, and Baalbec, at the other point of the Lebanon.

On several occasions of storm and obstruction we have left select parties in the mountain fastnesses, whilst our indomitable Dragomans and unyielding camp servants have pushed forward and gained every end contemplated.

Some have thought our numbers were too large to be comfortable, but this has been a mistaken opinion. There would be no more difficulty in managing fifty than five, providing there is a proportionate provision of animals, tents, and servants.

But there is no compulsion to go in large numbers under our arrangements: we can provide for the most select as well as the most numerous, and our small parties of three, four, and six, in the last season, gave honourable

and cheerful testimonials to their respective Dragomans. For any parties, large or small, we are now prepared to provide all necessary accommodation on such terms as the season of the year and the numbers of the parties render practicable. Our spring arrangements are necessarily cheaper than those of autumn, as in the latter season we cannot command the numbers necessary to secure the concessions by which our rates of charges are regulated.

The educational and social results of these four years of Eastern travels have been most encouraging. A new incentive to scriptural investigation has been created and fostered; "The Land and the Book" have been brought into familiar juxtaposition, and their analogies have been better comprehended; and under the genial influence of sacred scenes and reputed sites of Biblical events, enquiring and believing spirits have held sweet counsel with each other. Devoted ministers have gone to investigate scenes and objects of long study and practical illustration, and have returned richly laden with new additional and corroborative facts to enrich their ministrations, whilst in general their physical health has been equally benefited. It is not in time that the full benefits of Travels in Bible Lands can be fully realized: the information acquired, the facts studied, the aspirations engendered, reach beyond time and add to the obligations and hopes of futurity. Often as I meet one at least of my ministerial patrons, I get a warm grasp of the hand of a true and earnest worker for man's welfare, accompanied by such words as, "Oh, Mr. C., I shall remember that Tour through Palestine with you through all time and through all eternity!"

The details of these Eastern Tours have been given at great length in the most recent series of the *Excursionist*, and I close the retrospect to make way for new and extended proposals of future public service.

GENERAL ARRANGEMENTS

OF

COOK'S EASTERN TOURS,

INCLUDING

EGYPT, THE NILE, THE GREAT DESERT, SINAI, PALESTINE and the LEBANON, ASIA MINOR, CONSTANTINOPLE, ATHENS, AUSTRIA, and ITALY.

After five years of Eastern travels, including ten journeys to the chief places included in their Tourist Arrangements, numerous Trips up and down the Nile, nine encampments in and through Palestine, several visits to Smyrna, Ephesus, Constantinople, Athens, and other places *en route*, with one year of exclusive Agency for the Nile Steamboats; Messrs. Cook & Son have the honour to present a Series of Programmes of Revised Arrangements adapted to the requirements of most Eastern Travellers. Under their arrangements, from 300 to 400 ladies and gentlemen have made the Nile Tour to the First Cataract and back; about 250 have gone through the chief districts of Palestine and the Lebanon; one interesting family party traversed the Great Desert and visited Sinai; and nearly the whole of their travellers have seen Ephesus, Constantinople, Athens, and other places on the shores or the islands of the Mediterranean and Adriatic Seas. The Programmes for the whole of those Palestine Tours have been carried out without a single failure or abridgment.

These facts give confidence in the issue of New Programmes for the Winter of 1872 and the Spring of 1873.

The arrangements now proposed have two distinct features, providing for the accommodation of Select Independent Parties, and for Personally-conducted Tours.

Alexander Howard, of Beyrout, has chiefly conducted

the Palestine business, aided by TIMOLEON BOUCOPOULO, also of Beyrout; but with the view of simplifying the negotiations and concentrating the responsibilities of these heavy and peculiar arrangements, an agreement has been effected with the first-named Dragoman for him to act as General Manager or Director of the Palestine and Desert arrangements, he engaging to select and appoint such additional Dragomans or Assistants as the service may require. ALEXANDER HOWARD is known to several English noblemen, and ladies and gentlemen of distinction, all of whom give him their highest commendations as a highly intelligent, well-informed, energetic and courteous Guide and Contractor; and with the view of introducing him to the notice of those intending to travel under the arrangements of Messrs. COOK & SON, he has been encouraged to pay a second visit to Europe.

Thus, in addition to their own personal experience of Eastern travelling arrangements and requirements, Messrs. THOMAS COOK & SON command the most reliable and intelligent assistance in this important section of their travelling and Tourist engagements. Their arrangements with Foreign Steamboat Companies, and Continental and Eastern Railway Administrations, including the Government Railways of Egypt, are also settled on a basis of friendly and confiding co-operation. The Austrian Lloyd's Steam Navigation Company have done their utmost to promote the convenience and comfort of the large Parties travelling under Messrs. COOK'S arrangements.

Experience has suggested some things to be avoided in future arrangements, and the Programme will be divested of all that is questionable or distrustful.

Personally-Conducted and Independent Tours.

There is no doubt that of the 250 ladies and gentlemen who have gone under our arrangements to Palestine, at least 200 of them were induced to do so under the assurances of personal supervision of the arrangements; for, notwithstanding all that is said about "independent" travelling,

the great majority of Eastern travellers feel the need of assistance. We have often been amused to see how close small parties of "independents" kept to our large encampments, generally occupying ground within gun-shot of us.

The fact is, a tolerably strong party is, for many reasons, best for Palestine. In management there is no more real difficulty than for smaller numbers, as a proportionate number of servants is engaged, and the work of striking and pitching tents is done quite as expeditiously as for a small number. For a large party there are arrangements to get the largest supplies of the best food, and the Dragoman is in a better position to engage escorts and military guards when they are required. It is a pleasant thing to sit down at a "table in the wilderness," with a score or so of congenial friends.

But we are prepared for any number, from three to threescore, to be divided and sub-divided as they choose. Parties of two or three will have to pay more than five, and five more than ten; whilst for ten and all above, our terms will be uniform, in the early months of the year. In the autumn we cannot command numbers to make the travelling as cheap as in the early spring.

ROUTES TO THE EAST.

The opening of new lines of railway, and changes in steam navigation, naturally affect all our arrangements for travelling to the East. It is to our interest, as well as to the interest and comfort of travellers, to adhere to those Lines and Companies which have previously proved most favourable to our plans, and where we may reasonably expect the most pleasant recognition.

Going to Italy there are about half-a-dozen Routes available. We can go over the Alps by Railway or Diligence; under the Alps by Mont Cenis Tunnel; and as the Corniche road is now open, we can get from Paris to Italy by Railway without a break of journey, and without a seven miles tunnel ride. The Trip through Italy may be made as a single journey to Trieste or Brindisi, or a Circular Tour may be made to include the chief cities in the country. This can be arranged for either the outward or the return journey.

Of Steamers there are several lines available from Trieste or Brindisi. Our connection with the Austrian Lloyds has been most satisfactory, and for special Palestine parties we wish to adhere to that Company as closely as possible; hence our plans are laid and Fares calculated on the arrangements of their Steamers from Trieste or Brindisi and Corfu. We can give Tickets to start from either point, and if parties *will* go by other routes, we shall deduct from the Fare the amount that we should pay the Austrian Lloyds as far as Alexandria. For the Syrian Coast no other Line affords equal facilities for the various Levantine Ports; and for making the call at Athens, the Austrian Lloyds are the most convenient steamers. It is, therefore, to the mutual interest of Contractor and Passengers to do all we can for the Austrian Lloyds Steamers. We offer the facility of starting any Friday night from Trieste, or any Sunday from Corfu, for Alexandria, by their accelerated Line, and we can supply Tickets for their Steamers from Brindisi to Corfu, in connection with Tickets from London to Brindisi, by any open road. In returning we can supply Tickets for entering Italy at Venice or Brindisi, or if any wish to go by any other route, from Constantinople or Athens, we will provide Tickets for them, or deduct an equitable proportion of the Fares, in accordance with the principle already stated.

In Egypt we have the Railways and the Suez Canal Steamers at command, and all our Tickets for Personally-conducted Parties will include trips to the Pyramids.

FARES AND CONDITIONS OF TOURS FOR INDEPENDENT TRAVELLING PARTIES.

Route.—London by Mont Cenis, Splügen, St. Gotthard, or Brenner, to Venice and Trieste; Trieste to Corfu and Alexandria; Alexandria to Cairo, the Pyramids of Gizeh, Ismailia, and through the Suez Canal to Port Said; Port Said to Jaffa; Jaffa to Jerusalem, the Jordan, Dead Sea, Jericho, Bethlehem, Hebron, and back by Jerusalem to Samaria, Galilee, Damascus, Baalbec, over the Lebanon to Beyrout; Beyrout to Cyprus, Rhodes, Scio, Smyrna, Ephesus, Mitylene, Dardanelles, and Constantinople; Constantinople to Syra, Athens, Corfu, and back to Trieste; Trieste to

Italy; returning by the Splügen, St. Gotthard, or Simplon, to Switzerland; and back to London by Paris, or by the Rhine, Belgium, &c.

Provision can also be made for the Route through Italy to Brindisi, by Ancona, or by Rome and Naples.

The Tickets can also be so arranged as to give to Parties the choice of tarrying by the way, or of shortening the time of the journey through Europe.

GRADUATED SCALE OF CHARGES ACCORDING TO NUMBERS.

The 30 days in Palestine and the Lebanon include 2 days at Beyrout, covered by Eastern Hotel Coupons; but the Dragoman is paid for 30 days, allowing 2 days for preparation of tents and contingencies.

In addition to the time allotted to Palestine, the following Fares provide for 50 days between London and London, as per Route; but the differences of Fares refer to the differences of time in Palestine.

Number in Party.		Time in Palestine.		
		15 days.	30 days.	42 days.
2 persons	each	£130 0 0	£160 0 0	£190 0 0
3 persons	,,	125 0 0	150 0 0	180 0 0
4 or 5 persons	,,	122 10 0	145 0 0	170 0 0
6 or 7 persons	,,	120 0 0	140 0 0	160 0 0
8 or 9 persons	,,	117 10 0	135 0 0	150 0 0
10 or more persons	,,	115 0 0	130 0 0	140 0 0

These Fares, for a month, will cover the expenses of 83 days, as follows:—

London to Brindisi or Trieste, and return, including Hotel Coupons and Supplements for - - - - -	15 days.
Hotel Coupons for the East for - -	20 ,,
Palestine in camp - - - -	28 ,,
On board Steamers - - - -	20 ,,
Total time provided for - -	83 days.

The 15 days and 42 days above quoted only affect the actual time in Palestine, and thus reduce or extend the actual time of the Tours, other provision being the same in all cases.

ACCOMMODATION PROVIDED FOR THE ABOVE FARES.

I.—First Class Tickets for the Round, as per Route above, for Railway and Steamers from London to London.

II.—Fifteen Days' Hotel Provision in Europe—Hotel Coupons and Supplements.

III.—Twenty Days' Hotel Coupons for the East, to be used at Alexandria, Cairo, Ismailia, Beyrout, Constantinople, and Athens.

IV.—Tents, Horses, Mules for Baggage, Provisions, Servants, and all included in Ordinary Contracts, with Dragoman for a fortnight, a month, or six weeks, as per number of days shown in Table above.

V.—Food on board the Steamboats.

ESTIMATED EXPENSES NOT INCLUDED IN THE FARES FOR INDEPENDENT TOURS.

Wine and strong drinks, except on board the Steamers, where Wine is given at Breakfast and Tables d'Hôte.

Omnibuses between stations and hotels, Registration of Baggage to be paid in a few places, Porterage everywhere.

English Saddles for Palestine.

Backsheesh to Camp Servants.

Gratuities to Steamboat Stewards and Assistants.

The whole of these and other incidentals, exclusive of wine and other drinks, may be covered with about £5. For Independent Travelling Parties it is not possible to control these expenses by pre-payment, and they must be paid by the Travellers.

There may arise unforeseen contingencies involving additional expenses, such as unavoidable detention at sea,

failure of landing or embarking at Jaffa, quarantine in times of epidemic, and other matters beyond human control, all expenses connected with which must be borne by the Travellers.

Charges for Personally-Conducted Parties.

The foregoing charges have especial reference to Autumnal Arrangements, and to small Parties at any time who prefer to go out independent of personal supervision.

For Parties starting in January or February, when the numbers may be expected to be larger, special provision can be made; and for Parties of Twenty or upwards the charges will be about £10 less than the lowest of the above scale. To terminate all trouble or uncertainty to the Travellers about incidentals, Messrs. Cook and Son will in future include all, except Drinks and English Saddles, the use of latter costing about £1 for the month; and instead of quoting, as heretofore, the Fares at 110 Guineas (£115 10s.), they will engage to provide for all, with the above exceptions, for

ONE HUNDRED AND TWENTY POUNDS.

That sum to include Omnibuses, Porterage, Luggage, Registration, Landings and Embarkation, where necessary; *Backsheesh* to Camp Servants, Gratuities to Steamboat Stewards and other Servants; in a word, all that is necessary to be paid everywhere, except, as before stated, for Drinks and English Saddles, which are matters of choice and taste. Syrian Saddles are provided by the Muleteers free of cost, but they are sometimes so inconvenient that many prefer to pay a pound extra for an English Saddle, and others take Saddles with them. The limit of the weight of luggage to be paid for by the Contractors cannot exceed 60 lbs. If more is taken, all above that weight must be paid for as an extra. The class of incidentals can only be covered so long as the Tourists travel with the Conductor, and he has command of the expenses. His

itinerary and daily arrangements are given for each Tour, and if any choose to depart from his Programme, they will be provided with the Travelling and Hotel Coupons, or an equivalent will be returned to them in money, and the Conductor will be relieved from all responsibility. Heretofore a sum of Four Guineas has been taken for the defrayment of extras, but many have desired that one single payment should cover the whole, and for that purpose £4 10s. is now added to former Fares.

The Dragoman makes one special condition affecting Jerusalem and Damascus, the only cities where there is Hotel accommodation likely to tempt the travellers. He engages that he will pay for accommodation in the Hotels, on the condition that the travellers pay to him five shillings per day extra whilst they are absent from the camp. This is a reasonable proportion of Hotel charges, inasmuch as the Dragoman's arrangements and expenses remain the same, except in the matter of food. His cook and all other servants have to be paid just the same as though they were fully employed.

THE BEST TIME FOR ORGANIZED TOURS

Is in January or February, those going up the Nile or to Sinai requiring about three weeks or a month prior to the first week in March, the best time for entering Palestine. Those who go to Lower Egypt and Palestine, without the Nile or Sinai, may leave about the middle of February, as they require about seventeen days from London for Lower Egypt, the Suez Canal, &c., before landing at Jaffa or Beyrout.

EXTRA OR ABRIDGED TIME IN PALESTINE

Can be provided for at the proportionate rates quoted above for that division of the Tours. Some are content with a fortnight for seeing Jerusalem and the region round about, and for them the Fares will be reduced considerably, according to their numbers; and for those who require extra time, the additional Fares will be charged on the same principle. All other cases of abridgment or addition to Tours will be met in a spirit of equity and fairness.

But for the Dragoman's department it is necessary to say in advance, whether the time required is two weeks, four weeks, six weeks, or more. Allowance cannot be made for abridgments of Tours in Palestine after the engagement has once been made. It is easier to increase than to abridge the time, as an engagement made for horses, mules, servants, tents, &c., cannot be broken by the Dragoman.

It is also important for the Travellers to decide beforehand what route they will take from Palestine to Europe; whether they wish to include or omit Constantinople, or Athens, or both, and which way they wish to return, *viâ* Brindisi and through Southern and Central Italy, or by Trieste and North Italy. Either of these routes can be provided for by *pre-arrangement;* but the Fares above quoted do not provide for a double journey through Italy, between Brindisi, Naples, Rome, and the Alps. If any wish both to go and return that way, they must pay £2 extra on the Tickets.

Any number of European Hotel Coupons above fifteen days can be supplied at their advertised rates of 7s. 6d. per day, with or without additional Supplements for extras, which are sold in books of 10s. and 20s. each.

For the East, twenty days' Coupons are provided, as, according to the advertised times of the Steamer sailings, that number is sufficient for the time allotted to the Tour, which gives eight days to Lower Egypt, from Alexandria to Cairo and Ismailia; two days at Beyrout; five days at Constantinople; and five days at Athens. It is impossible to foresee all contingencies that may arise in the East, and that may cause detention or curtailment of time; but twenty days is a fair calculation, and for that time only can the Contractors for the Tours be responsible. They can neither control nor be responsible for the irregularities of Steamboats. It frequently happens that those who combine the Nile Trip with Palestine are detained a day or two on the Nile, especially when the water is low, and in those cases the travellers gain the advantage of having surplus Coupons sufficient to cover the charges of wayside and occasional refreshments, as Messrs. Cook & Son hold themselves responsible for payment of Coupons for twenty days, between the time of landing at Alexandria and embarkation

at the Piræus, which closes the Eastern Division of the Tour so far as Hotel provision is concerned. Experience teaches the necessity for being very particular and explicit on this matter.

TOURS TO THE NILE AND PALESTINE.

The above indication of Routes and quotation of Fares is for a Tour of eighty-three days *without the Nile*. Combining the Nile Trip of twenty days with Palestine, Turkey, Greece, &c., the Fare for the whole will be

ONE HUNDRED AND SIXTY-FIVE POUNDS.

The particulars of the Nile arrangements are given in another part of these Programmes.

A TOUR FROM LONDON TO THE FIRST CATARACT AND BACK

Can be made in about fifty days (or even less than fifty), including ten days in Lower Egypt. We can furnish Tickets to go by Mont Cenis through Italy to Rome, Naples, Brindisi, and thence to Alexandria, returning by Trieste and North Italy, from London to London for

ONE HUNDRED GUINEAS,

Including the following accommodation :—

I.—First Class Tickets by Railways and Steamers from London to Cairo and back.

II.—Twenty Days on the Nile by Steamboat, from Cairo to the First Cataract and back.

III.—Donkeys, Guides, *Backsheesh*, and all other necessary Charges connected with visiting the Monuments adjacent to the Nile.

IV.—Fifteen Days' European Hotel Coupons, with Supplements, for Extras, and Ten Days' Eastern Hotel Coupons, for use at Alexandria and Cairo.

This, with the time necessary at sea, for which provision is made on board Steamers, will comprehend from fifty to fifty-five days, and the Tour may be made at any time from the middle of November to the end of March.

THE FARES FOR TOURS FROM NEW YORK AND BACK TO NEW YORK

Will be to some extent regulated by the Line of Steamers selected for the Ocean Passage, and for the Routes selected between Liverpool and London. Exclusive of Hotel Charges in England, and conformable to the arrangements from London to the East, the Fares will be about as follows :—

FOR THE FIRST DIVISION,

Including Palestine, &c., as per Programme, for eighty-three days from London, from New York and back—

ONE HUNDRED and SIXTY to ONE HUNDRED and EIGHTY POUNDS STERLING; or 800 to 900 DOLLARS, GOLD.

FOR THE SECOND DIVISION,

Combining the Nile with Palestine, for about 105 days from London and back, Through Fares from New York and back—

TWO HUNDRED and FIVE to TWO HUNDRED and TWENTY-FIVE POUNDS STERLING; or 1025 to 1125 DOLLARS, GOLD.

FOR THE THIRD DIVISION,

From New York to the First Cataract on the Nile and back, exclusive of Hotel Charges in England—

ONE HUNDRED AND FORTY-FIVE to ONE HUNDRED AND SIXTY-FIVE POUNDS STERLING; or 725 to 825 DOLLARS, GOLD.

THE TOUR ROUND THE WORLD,

Including also the Trip up the Nile to the First Cataract and back, and a Month in Palestine, afterwards spending five days at Constantinople, and five days at Athens, can be

accomplished from London, Liverpool, New York, Chicago, or San Francisco, and back to the same starting point, including Hotel Provision for sixty days on land, exclusive of the month in Palestine, and ten days at Constantinople and Athens, for

FOUR HUNDRED POUNDS; or 2000 DOLLARS, GOLD.

These Fares will be shown in more minute detail when the American arrangements are quite settled; at present they are only quoted approximately, except so far as relates to the Round the World Tour, which is accepted by several in America as an absolute contract, on the basis of which they have engaged to accompany Mr. Cook from New York or Chicago to San Francisco, Japan, China, India, Egypt, Palestine, Turkey, Greece, Italy, France, London, Liverpool, and back to their starting point, Mr. Jenkins providing for them on arrival at New York.

ITINERARY OF EGYPT AND PALESTINE TOURS.

Taking the first Nile and Palestine Tour as an example of the Routes to be traversed, and the time required, it will be easy to ascertain when and where a Tour without the Nile may commence and terminate. But it is not necessary to follow the beaten tracks here described, in every instance. Private and independent parties can settle with the Dragoman the course they wish to take. It is, however, necessary for larger parties, travelling under united arrangements, to have their course distinctly defined, and to adhere to it as strictly as possible. Absolute fixtures are a positive necessity for the comfort of large parties.

THE FIRST PERSONALLY-CONDUCTED PARTY for 1873 will leave LONDON January 22nd, PARIS January 24th;

The Second Tour commencing three weeks later. For each of these departures, a Personal Conductor will be engaged to accompany the parties as far as necessary, Mr. Cook meeting them at Alexandria or Cairo.

Arriving at Alexandria on a Thursday or Friday, on *Saturday* the party will proceed to CAIRO, and on about *Wednesday* in the following week the voyage up the Nile will be commenced. That voyage may be supposed to occupy twenty days, the return being on the Tuesday or Wednesday three weeks. This will leave two or three days more for Cairo and the locality, the Pyramids being seen either before or after the Nile Trip, as may be found most convenient.

RETURNING TO CAIRO, the route from thence to ISMAILIA is through the fertile plains of the ancient land of Goshen, and the Trip by Railway is usually made on *Friday*, to be in readiness on *Saturday* morning for the Steamer on the Suez Canal to PORT SAID, where the Mail Steamer arrives at about 3 p.m. We usually dine at the *Hotel de France*, Port Said, and then go on board the Austrian Lloyd's Steamer for JAFFA, where we are due early on *Sunday* morning. We hope to be there on the first Sunday in March, and to find tents pitched in readiness for departure on the following day.

Sunday is our FIRST DAY in Palestine, and is spent in searching out historical places, generally beginning with the "house of one Simon, a tanner," beautifully situated by the sea-side. There are other sites less marked and more questionable than that of Simon's house. The orange groves attract all visitors, and it is also pleasant on some part of the Lord's Day, to have a religious service, which is usually held in the school-room of the devoted teacher, Miss Arnott, who for more than ten years has been actively engagedin her laudable work.

Monday, the SECOND DAY, we travel across the PLAINS OF SHARON to RAMLEH, where we take lunch under the arches of an ancient Khan, and then proceed to the valley of AJALON, where we pitch our tents for the night.

Tuesday, the THIRD DAY, our tents are struck at an early hour, as we purpose to pass by the most uninteresting side of Jerusalem, and to encamp at night at SOLOMON'S POOLS. We stop for lunch near Kirjath Jearim, or by the side of that brook where tradition says David took up the

smooth stones with which he slew the giant Goliath. The road over the mountains is exceedingly interesting, and affords from some points magnificent views of the Plains of Sharon, and the blue waters of the Mediterranean beyond. Leaving Jerusalem on our left, we skirt the valley of Hinnom, pass at a distance the Hill of Evil Counsel, and the Potters' Field, and stop our horses at the Tomb of Rachel, the alleged site of which is covered by a small mosque, or house of prayer, with a dark chamber, or vault, behind. Remounting horses, we see Bethlehem on our left, very beautifully situated on high ground. On our right, we get fine views of beautifully cultivated grounds, with interesting modern villages, in which are Greek and Latin Convents. The forest of olives is very beautiful. By Solomon's Pools we get excellent camping ground, with a plentiful supply of delicious water, which was of old conducted to Jerusalem, and still runs in a peculiarly constructed aqueduct to Bethlehem.

Wednesday, the FOURTH DAY, leaving the camp early in the morning, a long ride brings us to Hebron, where is the Cave of Machpelah, in which Abraham, Isaac, and Jacob, are believed by all intelligent visitors to have been entombed. We return to the camp at the Pools of Solomon, and rest there another night.

Thursday, the FIFTH DAY, we pass by a deep valley on the right, where peaches grow in great profusion, and the land watered from the Pools is very fertile. Here was said to have been the gardens of Solomon, and it is not difficult to realize the historical fact that some of those gardens that the wise king planted were really in this beautiful valley. At noon we reach BETHLEHEM, and cannot fail to be deeply interested by our visit to the caves of the rocks in which the Saviour was born of the Virgin. The village and the people are interesting, though they pester us sadly with their beads and mother-of-pearl articles. We either lunch at the Convent attached to the Church of the Nativity, or descend the hill to the plains where shepherds watched their flocks and angels sang of the Saviour's birth. An enclosure, called the Shepherds' Field, is a pleasant place for our mid-day meal. After lunch we

pursue our uneven course over the wilderness of Judea, and while our tents are being pitched and dinner prepared, we call to see that singular Monastery of MAR SABA, built in the rock on the side of the Kedron. We presently encamp pretty near to the black tents of wandering Bedouins, who always conduct themselves towards us with propriety.

Friday, SIXTH DAY.—We again scale mountains, descend into deep ravines, and then emerge into the Valley of the Dead Sea, at the shore of which we dismount, and most of the visitors test the truth of the statement that it is not possible to get under the water in attempting to swim. From the Dead Sea we ride over the plains to the Jordan, and take lunch on its bank, near where, tradition says, the Saviour was baptised. We cross the broad valley and encamp at Jericho, near to the Fountain of Elisha, the waters of which irrigate and fructify a large area of very productive soil. We are sure to be visited at night by natives of a village in the locality, who get up a sort of Indian war-cry and dance in the style of savages. A few piastres from each of the party are well appropriated in conciliating these unpleasant-looking neighbours.

Saturday, the SEVENTH DAY, is spent in ascending the hills from Jericho to the summit of the MOUNT OF OLIVES, from which point a view of Jerusalem is obtained which reconciles all to the passing by and keeping at a distance from the city until this glorious sight could be obtained. We pass BETHANY in our ascent to the top of the Mount of Olives, and our memories are filled with the stories of Jesus, and Mary, and Martha, and Lazarus, and the scenes and circumstances of New Testament history. We pitch our tents somewhere near the walls of the city, and feel that we have reached a climax in our Tour.

Sunday, *Monday*, and *Tuesday*, the EIGHTH, NINTH, and TENTH DAYS, are spent about, in, and around Jerusalem, exploring and visiting all the chief objects and places of historic interest. It is impossible to particularise all that can be seen within, around, and under the modern city; but by working hard it will be possible to get away in time

to reach Nazareth for the next Sunday, and as that is an object to be aimed at, we, therefore, on

Wednesday, the ELEVENTH DAY, leave Jerusalem for the division of Samaria. At noon we lunch at BETHEL, where Jacob had his wonderful vision of the ladder reaching to heaven, as he rested his weary head on a pillow of stone. We afterwards pass through a richly cultivated region of fig trees and olive trees ; the mountain sides being terraced and planted, as they doubtless were in the days when the land yielded its abundance. We pass through a deep ravine, unpleasantly designated the Robbers' Glen, and our Dragomans fire their revolvers and guns frequently, either to try the echoes, or to warn marauders of their approach. The valley has a bad reputation, and we are glad to be able to get through it and rest for the night at Sinjel, on a high point, commanding fine views of Shiloh and the surrounding plains and hills, where the children of Israel are said to have mustered in millions. There was ample room for them.

Thursday, the TWELFTH DAY, we call at Shiloh in the morning, and afterwards travel over a rich plain, amongst fine crops of wheat and barley, till we come to JACOB'S WELL, near the entrance of the valley which lies between Mount Ebal and Mount Gerizim. All are interested to learn if there is water still in the ancient well, and if a cord can be obtained, a bucket or jar can be let down to try the test. We have seen a cord of 70 feet let down into the well without any water being brought up, and we have seen a jar brought up full of beautiful water from a depth of 35 feet. We halt for the night at NABLOUS, the ancient Shechem, or Sychar. Nablous contains a large population, and Dean Stanley says there is in it the oldest and the smallest sect in the world—the sect of the Samaritans, who still conduct worship in accordance with ancient practices, and who yearly offer sacrifices on their historical mountain.

Friday, the THIRTEENTH DAY, we again traverse historical ground, calling at the modern village on the alleged site of the ancient city of Samaria, visit the Church of St. John, and afterwards descend the hill on the top of which is supposed to have stood the Ivory Palace of Ahab.

The mountain range of Carmel is full in view, and the extensive plain through which we pass bears excellent crops of grain. We pass DOTHAN, where Joseph was sold by his brethren, and at night encamp at JENIN, near the entrance to the field of Esdraelon.

Saturday, the FOURTEENTH DAY, we cross the plains of Esdraelon and Jezreel, see the Fountains of Jezreel and Gideon; lunch at Shunem, under the lemon trees, pass on our right Mount Tabor, see in the distance the villages of Nain and Endor, and then ascend the steep path of the hills of Galilee, until we come within sight of beautifully-situated NAZARETH. This is a charming place for Sabbath repose, and it is rendered the more interesting to British Christians by the erection of a beautiful little church, where English worship is conducted. There are two churches of the Annunciation, one at each end of the village, the Greeks claiming one spot and the Latins another as the place where the angel appeared to Mary. Other legends abound here, and the modern water-bearers attract much attention.

Sunday, the FIFTEENTH DAY, being spent at Nazareth, on

Monday, the SIXTEENTH DAY, we proceed over the hills and through the plains of Galilee, to the Lake of Genessaret, the Lake of Tiberias, or the Sea of Galilee, by whatever name this principal lake of Palestine is called. Here we prepare to spend two days, as it is notably one of the loveliest spots in the country, and, historically, no other place in Palestine excels it in interest. We therefore stay here over *Tuesday*, the SEVENTEENTH DAY, and strike our tents again on

Wednesday, the EIGHTEENTH DAY, and travel to the plain by the waters of Merom, where we encamp for the night on an island, between two running streams, fed by the famous fountains of Ain Mallahah.

Thursday, the NINETEENTH DAY, we ride round the head of the extensive plain, and lunch at Dan, near one of the chief sources of the Jordan. Afterwards travel through what might have been an ancient park to the second source of the Jordan, at BANIAS, the ancient Cæsarea Philippi.

Friday, the TWENTIETH DAY, we travel over the spurs of Mount Hermon, rising to an elevation of more than 5000 feet, and traversing very hard and stony ways to KEFR HAUAR, said to be *one* of the burial-places of the "mighty hunter," Nimrod. There is good camping ground near a small village of rather disagreeable people; at least, they got up a great quarrel last year, on the occasion of our visit to their locality.

Saturday, the TWENTY-FIRST DAY, brings us to DAMASCUS, where there is enough to engage attention for a couple of days.

Sunday, the TWENTY-SECOND DAY, may be spent in Christian worship, as there are two Mission Stations in the city—one appropriated to the service of the Church of England, and the other conducted by American and English Presbyterians. There is also a very interesting school, a branch of the great institution formed at Beyrout by the late Mrs. Thompson.

Monday, the TWENTY-THIRD DAY, may be very fully occupied in perambulating the city, examining its famed Bazaars, promenading the "street called Straight," and searching out objects of ancient interest.

Tuesday, the TWENTY-FOURTH DAY, it will be necessary to leave Damascus if we intend to reach Beyrout by Saturday night, which is very desirable. Leaving to the Dragoman the selection of the two next camping places under the range of the Anti-Lebanon, we spend three moderate days in travelling to BAALBEC, where we arrive on *Thursday*, the TWENTY-SIXTH DAY, having passed through mountain scenery of great magnificence. The monumental ruins of Baalbec are beyond description, and cannot fail to excite the wonder and admiration of every visitor. A Palestine Tour is not complete without this great Lebanon and Anti-Lebanon Supplement, and we have never left Baalbec out of our Programmes. We encamp there amidst the ruins of temples and monuments, calculated to fill the mind with the deepest emotion.

Friday, the TWENTY-SEVENTH DAY, we have a charming ride down the great plain of the Lebanon, and ere we

enter upon the excellent diligence road from Damascus to Beyrout, we ride through the Christian village of Zaabeh, one of the most interesting places in the Lebanon—a place of 10,000 inhabitants, nearly all professing the Christian religion. Our parties are always delighted to make the *détour* through this educated village, where all the inhabitants turn out to welcome us, and the word "*Backsheesh*" is never heard. We spend our last night in camp on the slopes of the Lebanon at a considerable elevation of the road on the way to Beyrout.

Saturday, the TWENTY-EIGHTH DAY, we mount horses for the last time, cross the summit of the road at an elevation of over 5000 feet, and have the most delightful view of the "glory of Lebanon."

We reach Beyrout early in the afternoon, glad to avail ourselves of the excellent Hotel accommodation there provided for us. Here *Sunday*, the TWENTY-NINTH DAY, and *Monday*, the THIRTIETH, may be most pleasantly spent, amidst an intelligent population, where the fruits of education are most apparent. The schools of the late Mrs. Thompson, now under the management of Mrs. Motte, and the educational arrangements of the American Mission, are all intensely interesting. There are also some objects of historical interest by the Doss River, a short ride from the town.

Monday, the THIRTIETH DAY, is the time for the sailing of the Austrian Lloyd's Steamers from Beyrout for the Coast of Asia Minor and Constantinople. We usually sail in the evening.

Thus ends the time allotted to Palestine and the Lebanon; and the course afterwards may be briefly described. On Tuesday the Steamer reaches CYPRUS, and most of the day is spent there; on *Wednesday* and *Thursday* we sail to RHODES, and if the time and weather are favourable we land there for an hour or so. We sail past the isle of Patmos, and other islands of ancient note, and on *Friday*, about mid-day, cast anchor in the bay of Smyrna, where there is time allowed to engage a Special Train and run up to Ephesus, the interest of which is greatly enhanced by the

recent discoveries of Mr. Ward, of the British Museum, who has spent ten years there in digging for hidden treasures, and whose labours and perseverance have been crowned by discovering the site of the Temple of "Diana of the Ephesians." We sail again on Saturday evening, pass through the Dardanelles on Sunday morning, enter the sea of Marmora in the afternoon and reach the Golden Horn early on Monday morning. We land at the City of the Sultan, stay there till Saturday morning, and then embark for Athens. A change of Steamers takes place at Syra for the Piræus, where we arrive early on Monday morning, and stay at Athens until Saturday, when we again embark for Syra, change Steamers there again, and go on to complete our voyage at Brindisi or Trieste.

ADDITIONS TO THE PALESTINE TOUR

May be made by beginning at Beyrout, taking the coast of Tyre and Sidon to Acre and Carmel; from thence, going by the coast of Sharon, past ancient Cæsarea to Jaffa, and on to Gaza and other places in the Land of the Philistines, and going round a wider course to Hebron. This will add more than a week to the Tour; and the remaining additional time to complete forty-two days can be well filled up at other points. We offer that as our outline of a less hurried trip through Palestine; and the additional expense can be regulated by the numbers of the Tourists. The extra fourteen days will cost about £20 each traveller, more or less, according to the number of the party.

AN ABRIDGED PALESTINE TOUR

May be made by entering at Jaffa, and terminating at Caifa, foot of Mount Carmel, taking in all that has been marked out in the daily arrangement as far as Nazareth and the Sea of Galilee, and thus completing a kind of half Tour in fifteen days, for which there would be a reduction of an equitable amount, in accordance with the provision made by the Dragoman.

We should be very glad to arrange for a party to start from Beyrout at the time the other party starts from Jaffa in the first week of March, for a Tour of forty-two days in

Palestine and the Lebanon, terminating at Beyrout a fortnight later than the party for a month. In this way the views of those may be met who think a month too little, and the course indicated above too hurried. But such extension must necessarily cost about £20, in addition to the Fares quoted above. An abridgment in the centre of the Tour could not be so conveniently made, as the Dragoman must necessarily take horses, baggage mules, and tent equipments forward to Damascus ; and for this reason the reduction could not be in equal proportion to the general cost of the Palestine Tour.

For all special arrangements special terms must be considered when proposals are submitted.

DEPOSITS OF TEN PER CENT.

For any of the Tours, or Divisions of Tours, may now be paid, either in England or America ; and if anything arises to render it impracticable for any to make the Tours after payment of Deposits, the sums may be withdrawn, less ten per cent. on the amounts deposited, not later than fifteen days before the time fixed for departure.

These arrangements and intimations are concluded with the usual

CAUTIONARY PROVISO.

We have arranged our Fares on a broad and liberal margin ; but there may arise in Tours of 30 to over 80 days, and extending to 6,000 or 7,000 miles, many unavoidable causes of detention or breaches of arrangement, and it is against such incidents, altogether beyond human control, that we have to be on our guard. Quarantine is a frightful thing when once established in Eastern ports, and by that all our plans might be disarranged, and additional expenses be added to loss of time. Hitherto we have been singularly fortunate at Jaffa, always being able to land and re-embark without difficulty ; but our Dragomans were, in February, 1871, driven from Jaffa to Port Said with almost a ship-load of camp equipments and servants, incurring a loss of over £50, which they had to sustain. Passengers must not expect always to escape such losses ; and, were

we to be driven from Port Said to Caifa or Beyrout, the loss of time and money must be borne by the Passengers. In Palestine we have hitherto braved every storm and completed our Programme, while others have lost important portions of the Tours, or had to return to the coast and work round to some other point by sea. Were we to be overcome by difficulties of weather, or any other uncontrolable circumstance, the Travellers must feel their obligation to bear the loss of time or money. Should dispute arise between the Dragoman aud any of his party on any point affecting the contract, a clause in our Agreement provides that the matter shall be referred to the nearest British Consul, whose decision shall be accepted by both parties. We have stated in detail the provision we make for our Travellers in return for their money, and beyond that we cannot hold ourselves responsible.

Final Programmes

OF

TIMES OF DEPARTURE AND PROGRESS

OF

PERSONALLY-CONDUCTED TOURS

TO

THE NILE, PALESTINE,

TURKEY, GREECE, ITALY, AUSTRIA, SWITZERLAND,

FRANCE, GERMANY, BELGIUM, HOLLAND, &c., &c.,

IN THE SPRING OF 1873,

UNDER THE MANAGEMENT AND PERSONAL DIRECTION OF

THOMAS COOK AND SON,

AND ASSISTANTS.

THE PRINCIPAL ROUTES, CONDITIONS, and CHARGES of COOK'S AMERICAN, EASTERN, and CONTINENTAL TOURS, are set forth in detailed Programmes, already published, and which will be attached to these Supplementary Programmes of dates and additional particulars of Personal Supervision of the arrangements of the approaching season. It will have been seen in the previous Programmes, that the aims and scope of these arrangements embrace the circle of THE WORLD, and that Mr. THOMAS COOK has already entered upon the greatest organized and publicly advertised Pleasure Expedition of modern, if not of any other times. Ere these details can meet the public eye, he will have nearly crossed the American continent, from the Atlantic to the Pacific, accompanied by a party of English and American Tourists, who expect, in the month of February, to meet other parties from England and the Continent, in Egypt, and to accompany them up the Nile and through Palestine. These

plans now complete a circle of more than 26,000 miles, with a few *détours* extending to two or three thousands more, and from any point of that circle Tourists can be booked and taken up, and may return to the same point, with all fares and chief expenses paid at starting. Thus, from London, New York, and Chicago, passengers are taken up, and will be sent back to the same points, or may break off at any intermediate point of the compass. Should any in California, in Japan, in China, in India, or in Egypt, wish to join this circum-navigating expedition, they can do so; and if any in New Zealand or Australia wish to fall in with the arrangements, they can be provided for, and can meet Mr. Cook and his party in India or Egypt.

The main object of these Supplementary Programmes is to show the best times for travelling from London, or any place on the continent of Europe, for Spring Tours to the Nile, Palestine, &c.; but it may not be uninteresting to preface the times of arrival, and the disposal of the season in Egypt, the Holy Land, &c., by quoting the dates of Mr. Cook's visits to more Eastern climes and countries.

Leaving San Francisco, the last point of land in a westerly course, on the 1st of November, by the Mail Steamer of the Pacific Line, the party expect to land at Yokohama, the first port of the "Land of the Morning Sun," on or about the 23rd of the month. About twelve days are allotted to Japan, and the navigation of the Island Sea of Japan, and on the 6th of December they expect to sail from Shanghai, in a Steamer of the Peninsular and Oriental Company, for Hong Kong, arriving there on the 10th, and on the 12th resuming the course for India, due at Singapore on the 18th; at Penang on the 21st; at Galle on the 26th, and at Calcutta about the 29th of December. From Calcutta it is intended to travel by Railway to Bombay, taking in the circuit and *détour* Benares, Agra, Cawnpore, Lucknow, Delhi, and other places of intense interest, to which from fourteen to seventeen days may be appropriated. If practicable, Mr. Cook will avail himself of an opportunity of visiting the province of Orissa, to shake hands with old friends at the mission stations of Pooree, Cuttuck, &c., and to see the famed Temple or Temples of Juggernaut. Leaving Bombay on the

13th of January, the party hope to reach SUEZ about the 27th or 28th of the same month; and allowing two or three days for detention, there is good reason for expecting to reach CAIRO by the 1st of February, ready to meet the First Party from England, &c., for the NILE TOUR.

Some at present travelling with Mr. COOK purpose continuing their course direct from Egypt to London; but others are booked for both the Nile and Palestine, and to them facilities will be afforded for visiting SMYRNA, EPHESUS, CONSTANTINOPLE, and ATHENS; from thence *viâ* CORFU and BRINDISI, through ITALY to SWITZERLAND, FRANCE, and LONDON; or it may be arranged to go from ITALY or TRIESTE

TO VIENNA FOR THE GREAT EXHIBITION,

And from thence by various routes to LONDON, either by MUNICH, SWITZERLAND and FRANCE; or by the RHINE, BELGIUM, or HOLLAND; or possibly arrangements may be made for any who choose to go from Vienna to DRESDEN, BERLIN, and from thence to London. If Tickets cannot be supplied for the whole of these routes, after leaving Italy or Trieste, equitable allowance will be made for Tickets not required, and the travellers can complete the wider circle at their own expense.

DATES OF DEPARTURE FROM ENGLAND, THE CONTINENT, AND THE EAST.

The arrangements of Messrs. COOK & SON afford facilities for a direct journey from London to TRIESTE or BRINDISI, or for a previous Tour through Italy, going either by Paris and Mont Cenis, or by LYONS, MARSEILLES, CANNES, NICE, MENTONE, SAN REMO, GENOA, &c.

For any practicable route Tickets can be supplied at any time, and any additional Hotel Coupons can be had to cover the extra time; but for the Steamers of the Adriatic and the Mediterranean, especially for the Syrian Coast and the Levant, it is necessary to fix the times and to adhere to them. Provision is made for two principal Tours in the season—the first to include the Nile and Palestine; the second, Palestine, &c., without the Nile. But as these two

Tours are a month apart from the time of leaving London, any who choose can start at an intermediate time, make a Trip up the Nile, and fall in with the second Palestine Party. Thus there may be in reality three departures from London, or from Brindisi, or Trieste, affording two opportunities for Trips up the Nile, and two for Palestine. The following are the dates and the scheme of working.

FIRST TOUR TO THE NILE, PALESTINE, &c.

The arrangement is shown by TRIESTE, that being the best starting point, Southern and Central Italy being left for the return trip.

The Conductor of the first part of the Tour must necessarily go by Trieste. Those who may be in Italy, or who desire to go through Italy, must sail from Brindisi for CORFU on the same day as the departure from Trieste, and be taken up at Corfu on the following Sunday evening.

Wednesday evening, January 22nd, leave London for PARIS, arriving there on the following day.

Friday, 24th, leave Paris for TURIN, by Express Train, at 8 40 p.m., arriving at about 6 0 p.m. on Saturday. (If it is desired to break the journey for rest at night, leave Paris at 11 0 a.m., and stop at MACON, resuming the journey at 6 0 a.m. on Saturday.)

Sunday, 26th, may be agreeably spent at TURIN.

Monday, 27th, proceed to MILAN, and stop there for the night.

Tuesday, 28th, travel by Express Train to VENICE.

Wednesday, 29th, may be spent in VENICE.

Thursday, 30th, travel by morning or night Train to TRIESTE.

Friday, 31st, at midnight, sail for ALEXANDRIA, arriving there, all well, on the following *Thursday*. (Passengers going by Brindisi to be taken up at Corfu, on Sunday night.)

Friday, February 7th, and part of *Saturday*, 8th, to be spent at ALEXANDRIA ; travel to CAIRO on *Saturday* by morning or afternoon train.

Sunday, *Monday*, and *Tuesday*, to be spent at CAIRO, including a trip to the PYRAMIDS of GIZEH, on *Monday* or *Tuesday*.

Wednesday, Feb. 12th, commence the trip on the NILE, to be completed in 20 or 21 days, in accordance with the Government arrangements of Nile Steamers, under the superintendence of Mr. ETZENSBERGER, agent of the Messrs. COOK, and appointed by the Khédive Steamboat Administration to supply tables, and attend to the general arrangements of berths, &c.

Friday, March 7th, leave Cairo by Train for ISMAILIA, the central station of the Suez Canal.

Saturday, March 8th, sail over SUEZ CANAL to PORT SAID, and there take Steamer for JAFFA, due there early on *Sunday* morning.

Sunday, March 9th, to be spent in JAFFA; and from thence to BEYROUT, to be travelled in accordance with the daily itinerary already published in the general Programme.

Monday, April 7th, sail from Beyrout by Austrian Lloyds Steamer for CONSTANTINOPLE, &c.

Tuesday, April 8th, land at LARNAKA, chief port on the island of CYPRUS. Resume voyage.

Thursday, April 10th, early in the morning, due at RHODES, when a landing is usually effected for an hour or so, to see the famed ruins of the island.

Friday, April 11th, after passing the isle of PATMOS, and other islands of scriptural and historical interest, land at SMYRNA.

Saturday, April 12th, early in the morning go by Special Train to EPHESUS, to see the ancient ruins and the most recent discoveries of Mr. WOOD, agent of the British Museum—including his great excavations of the site of the TEMPLE OF DIANA. Return to Smyrna in time to sail at 4 p.m. for Constantinople.

Sunday, April 13th, pass through the Dardanelles and enter the Sea of Marmora, calling at several ports by the way.

Monday, April 14th, arrive early at CONSTANTINOPLE,

entering the Golden Horn about sunrise. Continue at Constantinople until the following *Saturday*. Provision will be made for visiting the mosques, Government Offices, &c. A trip may be made over the BOSPHORUS, calling at SCUTARI, to see the Dancing Dervishes, the British Cemetery, &c.

Saturday morning, April 19th, sail for GREECE.

Sunday, April 20th, change Steamers in the BAY OF SYRA for the PIRÆUS.

Monday, April 21st, arrive early at the Piræus, and proceed to ATHENS. Stay at Athens until the following *Saturday*, time being afforded for visiting the famed ruins of the Acropolis, &c., and for visiting, if practicable, ELEUSIS, the FIELD OF MARATHON, and other places of historic interest.

Saturday, April 26th, leave Athens in the evening for Syra, and on *Sunday* change Steamers for CORFU or TRIESTE. Mr. Cook expects to be with the party stopping at Corfu, with the view of accompanying them to BRINDISI, NAPLES, POMPEII, ROME, FLORENCE, TURIN, and thence to Paris. He expects to leave Naples on *Saturday*, May 3rd, for ROME; to spend *Sunday* and two or three more days there; then call at FLORENCE for a day or two, and hopes to reach Paris, by Mont Cenis, on *Saturday*, May 10th, and proceed from thence to London on *Monday*, May 12th. It is possible an arrangement may be made at the time for an Italian Tour from England; and if so, those who choose can travel with the party; but Mr. COOK will not be able to give more time to Italy than indicated above.

As stated previously, those who wish to go to VIENNA can be provided for, an allowance being made on the non-used Return Tickets from Italy or Trieste to London.

THE SECOND PRINCIPAL PARTY FOR PALESTINE,

Not including the Nile, must leave London on *Wednesday* evening, Feb. 26th; leave PARIS, *Friday* evening, Feb. 28th; arrive at Turin, *Saturday* evening, March 1st; stay at TURIN till *Monday*, 3rd; proceeding thence to Milan;

leave MILAN, *Tuesday*, 4th, for VENICE; leave Venice, *Thursday*, 6th (morning or evening), and sail from Trieste at midnight of *Friday*, 7th. Those going by Brindisi sail on same day for CORFU, and will be taken up there on *Sunday*, March 9th.

Thursday, March 13th, arrive at ALEXANDRIA.

Saturday, 15th, proceed from Alexandria to CAIRO, and spend the time there, and in the locality, visiting the PYRAMIDS, &c., until *Thursday*, 20th.

Friday, 21st, leave Cairo for ISMAILIA.

Saturday, 22nd, sail on Suez Canal to PORT SAID, and take Steamer there for Jaffa.

Sunday, 23rd, land early, and spend *Sunday* at JAFFA.

Monday, March 24th, until *Saturday*, April 19th, to be occupied in Palestine, as per Programme and Itinerary already published.

Monday, April 21st, sail for CONSTANTINOPLE, calling at CYPRUS, RHODES, SMYRNA, EPHESUS, &c., same as in previous Programme.

Monday, April 28th, land at Constantinople, and stay there till *Saturday*, May 3rd; then proceed to ATHENS, arriving on *Monday*, 5th, and leaving for Italy or Trieste on the following *Saturday*, May 10th. The same course as indicated above to be taken through Italy, or by VIENNA, if preferred.

It is not necessary to repeat all details of arrangements for this Tour as they correspond exactly with those of the First Tour, after leaving Cairo, and the same special provisions can be made for either going or returning. The name of the Conductor of the Party cannot yet be given; but in all probability more than one may be engaged for different parts of the Tour. It is not improbable that Mr. COOK may meet them at JAFFA, after accompanying the First Party to Jerusalem. ALEXANDER HOWARD, the responsible Dragoman for Palestine, engages to discharge all obligations, under a legal and binding contract made with Messrs. COOK & SON.

AN INTERMEDIATE PARTY FOR THE NILE AND PALESTINE

May leave London or Italy so as to sail from Trieste or Brindisi on the 14th of February; leave Cairo for the Nile on the 26th of February; return in time to fall in with the Second Palestine Party at Cairo on the 21st of March, and accompany that party through Palestine.

SMALLER AND INDEPENDENT PARTIES

Can be arranged for, in any numbers and at any time during the season, for Tours to the Nile or Palestine. Conditions are stated in the general Programmes of the Tours.

EXTENDED TIME IN PALESTINE

Can also be arranged for at proportionate charges for the extra time. All Fares are on the lowest scale between the first of January and the end of May.

In order that satisfactory arrangements may be made with Steamboat Companies, the Dragoman, and others, early DEPOSITS are earnestly solicited. A deposit of £10 on the Palestine Tour, and of £15 on the combined Nile and Palestine Tours, will be sufficient; and if anything occurs to prevent Depositors making the Tours, they can transfer the amount to others, or withdraw the sum at fifteen days' notice prior to the time fixed for departure from London, 10 per cent. on the amount deposited being deducted for office expenses. Less than fifteen days cannot be allowed, as a fortnight's notice, at least, is required for giving the necessary orders; and all will be considered *bonâ fide travellers* who do not withdraw deposits fifteen days before the time fixed for departure.

All communications to be addressed to

THOMAS COOK & SON,

Tourist Office, 98, Fleet Street, London.

IMPORTANT NOTICE.

For the convenience of Ladies who may fail in horse-riding through Palestine, or of any who may be disabled by accident or illness, a very convenient **AMBULANCE** has been constructed for the back of a horse, and it was used with much success for the chief part of the Palestine Tour of the month of March, 1872, in the case of a very delicate lady. It was constructed under the direction of Mr. ETZENSBERGER, on behalf of Messrs. COOK & SON, and is now the property of their chief Dragoman, ALEXANDER HOWARD, who will arrange for its use when required, at an extra cost of about 20s. per day. Mr. Howard has also purchased a machine for manufacturing ICE in the camp, and has provided a large number of WATERPROOF SHEETS for the protection of baggage in its transit through Palestine.

Price 3s. 6d.; by post, 3s. 10d.

HELP-BOOK FOR TRAVELLERS TO THE EAST,

INCLUDING

EGYPT, PALESTINE, TURKEY, GREECE, AND ITALY.

By the REV. JABEZ BURNS, D.D., LL.D.

With Tourist Arrangements by THOMAS COOK, and specially designed Maps by KEITH JOHNSTON.

TO BE HAD THROUGH ALL BOOKSELLERS, AND OF THOMAS COOK & SON, 98, FLEET STREET, LONDON.

The general principles, routes, and modes of travel, with other details of Palestine arrangements, are set forth with considerable distinctness and accuracy in the "Help-Book for Eastern Travellers," compiled conjointly by Dr. JABEZ BURNS and Mr. COOK, after their first journey together to the East, and as that work is much cheaper than most books relating to Eastern Travel, we recommend inquirers to obtain and peruse it.